

BRITAIN'S **BIGGEST SELLING** DIRT BIKE MAGAZINE

dirtbikerider.com

DIRTBIKE RIDER

WIN!
£479.99
SHOEI
HELMET

MISSION STATEMENT!

**BUT IS NEW KAWASAKI KEY
TO DOMESTIC BLISS?**

TOUGH STUFF!

**JARVIS RETAINS HIS TITLE AT
BRITAIN'S #1 EXTREME ENDURO**

MARCH 2012 | £3.85



03 >
dirtzine



"I ACTUALLY THINK
THE 350 IS GOOD ENOUGH –
CAIROLI DOES WELL ON HIS!"

MATISS KARRO!

CAN STR'S LAIDBACK LATVIAN LIVE WITH THE BIG BOYS OF MX1?



TM's AND GASSERS ON TEST | ROGER DE COSTER | AMA SUPERCROSS | INSIDE ARAI



**COMMITTED TO
PERFORMANCE**

K E N N Y R O G Z E N



WWW.FOXEUROPE.COM





Josh Grant



max
Signature Series

IIIIFOAM
QUAD FOAM TECHNOLOGY



GOGGLE TRADE-IN



TRADE-IN
your old pair of
goggles at your local
*MX Dealer and get

£10 OFF

your next purchase of
Vendetta or *max* Goggles

For official terms and conditions see www.apico.co.uk



www.apico.co.uk 01282 473190



www.dragonalliance.com

*participating dealers only.

TREY CANARD REPLICA/SIGNATURE



TREY CANARD



REPLICA RED/BLACK



SIGNATURE BLUE/WHITE



SIGNATURE ORANGE/BLACK

F2
CARBON HELMET

SIGNATURE SERIES

RACEFX
OFF-ROAD DISTRIBUTION

For more information visit

www.racefx.com

0845 450 1448

ANDREW SHORT REPLICA/SIGNATURE

Andrew Short



REPLICA ORANGE/BLUE/YELLOW



SIGNATURE BLUE/YELLOW/PURPLE



SIGNATURE GREY/BLACK



ANDREW SHORT

FLY
RACING

CONTENTS

REGULARS

012 NEWS

Epic columns, killer comps and ground-breaking news – if it's happening it's in here!

025 PRO PROBE

Not so much of a pro but more of a living legend – *zut alors eet's* Jacques Burnicle

027 MANO O MANO

The Muscovite Missile and an 'andy Portugeezer cross swords of a vocal variety...

029 BLARNEY

Stevie goes speed datin' or somethin', maybe...

031 JONTY'S BOX

David Knight MBE is putting it all on the line

032 STUFF

Buff stuff that's tough — Stuff!

034 DIRTZONE

A letters page for the digital age...

062 BURNICLE'S BEAT

Part one of a Georges Jobe double-header – that's like the front end of a fantastic Flemish pushmi-pullyu. Question is how do you know which the front end of one of those things is?

080 PROJECT SHED 3

No moobs this month but Satan's arse gets a mention – what goes on in Rob's workshop needs to start staying in Rob's workshop...

092 DBR STATESIDE

Belgian blokes and Austrian four-strokes featured in Stateside along with the start to the SX series and an interesting look into the mind of a winner, winner, chicken dinner

123 RAGE

The essential read for all youth racers

128 IRN-BRY

It's not mundane in Spain as Bry and the boys buckle up for a royal birthday visit from an endurocross legend – that's Godfrey J Wang

129 MAC211

Billy's loving it Down Under and when Billy's happy, Billy wins and when Billy wins, Billy's happy and when Billy's happy, Billy wins and when Billy wins we get into what's known as a vicious freaking circle – is that a good thing? Billy says yes it is and when Billy says yes it is...

FEATURES

038 MOVING UP!

Moving up north and moving up to the MX1 class means Matiss Karro has already seen plenty of change in 2012 – he's hoping to see a change of luck too from bad to indifferent at least or maybe even good would be nice...

044 REMEMBERING MIKA!

The death of five-time world enduro champ Mika Ahola robbed the sport of a true legend...

050 TRAIN LIKE JAKE!

The final part of the Train like Jake trilogy – or is it? Yes, it really is...

066 EDUCATING ED!

DBR tester Edmund B Radley takes his fringe for a farewell tour of Italy and puts the 2012 TMs to the test too. Does he like them? More than he likes his swooping fringe apparently – I'm gonna miss those gorgeous locks...

074 HEAD MASTERS!

A look around the Arai Inspiration Centre in Holland where Sutti finds out that not all helmets are created equally. Isn't that weird?

084 SX TOYS!

A look at some weapons of mass enjoyment that are thrilling millions of race fans around the world as they're pushed to the limit by those high-flying supercross superstars...

088 MASTERS OF MAYHEM!

Prepare for sensory overload as the Masters of DIRT prepare to hit an arena near you...

106 SPANISH FLY!

2012 Gas Gas enduro bikes ridden and rated by our SuperEnduro-racing, spanner-spinning superhero from across the ocean – GJ Walker

112 MISSION STATEMENT

LPE Kawasaki prepare to chase down the domestic MX1 crowns with Martin Barr and their brand-new weapon – the 2012 KX450F...

REPORTS

052 THE TOUGH ONE

Steve Ireland puts the extreme elite force to the test in an out-and-out battle of attrition he likes to call The Tough One...



COVER: Matiss Karro hopes to win his first ever British championship title with STR KTM © Sully

CONTENTS: LPE Kawasaki's Martin Barr is another strong contender to win the MX1 class in the UK © Sully

SCRATCH
BLACK/SILVER/RED



DECADE
WWW.DECADE-EUROPE.COM

DECADE EUROPE LTD - Official UK distributor of NO FEAR

NO FEAR

2012 SPECTRUM SERIES

SCRATCH
BLACK/SILVER/GOLD



ENERGY
BLACK/RED



SCRATCH
BLACK/SILVER/ORANGE



ENERGY
BLACK/BLUE



COMMENT

It's a funny time of the year for off-road fans – well, at least the ones based over here in this green and pleasant land that's also known as the United Kingdom. It's green for a reason – yep, rain – and this reason alone has lots of us hankering after something a little warmer and drier. Californian even. A wet and windy Morecambe promenade or a sun-kissed Malibu Beach? Pac-a-macs or bikinis?

Of course, it also helps that the AMA Supercross series kicks off at Anaheim so as well as bronzed babes you've got world class racing while over here it feels a bit like we're treading water. And bloody cold water at that. Luckily, Morecambe Bay hasn't got quite the same man-eating shark quota as the Pacific Ocean although there's a fair few turds bobbing about out there to add an element of danger.

The truth is there's not an awful lot happening over here at the moment. Sure, there's just the faintest tingle in the air, a sense of anticipation of all the exciting things to come. They're just not here yet. At the time of writing we're over the excitement of The Tough One and still three weeks away from the Hawkstone International. But then a fortnight later it'll be the opening round of the Maxxis and before we know it we'll be caught up in the craziness that always accompanies a new motocross season.

But until then we wait, stare out of the window and wish we could trade the UK for the USA and a ringside seat at what's shaping up to be a truly epic supercross season. Four rounds down, four different winners in the blue riband 450cc class – and all of them know what needs to be done to bring home the title. Something's got to give and it surely can't play out like this all the way to Vegas on May 5 but for the time being there's no more exciting racing anywhere on the planet.

The West Coast Lites is also pretty nail-biting stuff with a major British flavour thanks to Dean Wilson, Zach Osborne and Max Anstie. Sure, Deano needs to stay upright a little more and Max has to up his pace but Zach, well, Zach must be deriving a huge amount of satisfaction from running podium pace and staying ahead of former employer KTM's main man Marvin Musquin.

The funny thing is, while I'm staring out of the office window down onto the mean streets of Morecambe if I'm not fantasising about rocking up at Anaheim I'm still so moto-minded that I've started to spot MX look-a-likes. For instance, there's an estate agent who works opposite who's got a definite Neville Bradshaw thing going on if Nev was, say, 10 years older. Then there's the 50-something Joel Smets complete with flat-top hair and moustache. And if the pair of them ever go bar-to-bar there's even a postman who's a dead ringer for a slim Ray Archer to take photos.

I wish I didn't have to end this month's comment in a more sombre mood but we lost two of our fellow off-road riders last month and it's only right and proper that we take a moment to remember them both. Tom Smith was killed in a crash at a BSMA meeting at Mepal on January 15 and the following morning five-time world enduro champ Mika Ahola died in a Barcelona Hospital from post-op complications believed to be linked to a pre-Christmas practice crash.

Our sports are dangerous but fatalities are mercifully few which at the moment is scant consolation to the family, friends and fans of Tom and Mika. Our thoughts are with them...

Sean

Ryan Dungey celebrates his historic win in Phoenix



© ktmimages.com/hoppenworld.com

NEWSH PAW UND!

A DEADLY DELIVERY OF DIRT-BIKING NEWS FROM THE DESK OF OUR DEPUTY ED

With four winners in as many weeks the 2012 AMA Supercross season certainly hasn't disappointed so far – heck, even the Lites division has seen three different dudes stand atop the box as their shorter season hits the halfway mark.

In the fo-fiddy class Ryan Villopoto, Ryan Dungey, Chad Reed and Officer James Stewart have all won one so far – by the time this hits the shelves round five'll be in the history books n'all so check out the news from Anaheim 2 on www.dirtbikerider.com. In the overall series standings Dungey and Reed share the lead on 85 points, two ahead of RV while Stewie's a further 10 behind with 11 rounds left to run.

In the West Lites division Eli Tomac's won a pair of Main Events while Dean Wilson and Cole Seely have both won one each. In the chase for the championship the GEICO Honda star – that's Tomac – sits a hefty 15 points clear of Wilson while Zach Osborne holds third, a great US comeback for the Monster Cosworth Bike-It Dixon Yamaha star who's now gonna sack off the series in order to prepare for the GPs. Fellow MX2 GP guerrilla Max Anstie's also inside the top 10 and sits ninth – he's currently sandwiched between former team-mate Nico Izzi and Ryan Sipes.

Aside from Dungey taking KTM's maiden win in a 450 Main Event at Phoenix – there have been several 125/Lites wins for the Austrian marque over the years – the big news in the early rounds surrounds the terror crash that's ended the season prematurely for both Trey Canard and Ryan Morais. Canard missed round one anyway after cracking his collarbone in pre-season testing, had a solid seventh at round two then got all the way to the second straight at round three before Star Valli Yamaha's Morais landed right on his back as Dr Trey double-singled the big triple. It was an ugly crash for sure and one that left both riders knocked out and with broken vertebrae – Morais also suffered a broken jaw and some cracked ribs. Get well soon guys!

In happier supercross news the final round of the Future West British Championship takes place at Birmingham's LG Arena – that's the one inside the NEC complex – on February 18. With £40,000 prize money on the line in the disappointingly shortened series there's absolutely everything to play for. Ignoring the super-confusing combined points malarkey the big battles will be between Nev Bradshaw and Nico Aubin who are tied for the lead in the Lites series and Tom Church and Bradshaw in the Open class who are currently separated by three points with TC holding the advantage. That



Mika Ahola – a huge loss to off-road



SX hits the NEC where Nev Bradshaw has a chance of winning both main crowns



Catch Ray Rowson and the gang in FatCat Maxxis action



ET's coming to the UK!



It's off-road racing but not as we know it...

basically makes it a winner-take-all situation for the championship in both classes so expect plenty of no holds barred racing.

As always there'll be lots of youth, amateur and quad action as well as the two pro classes n'all so it'll be a cracking night out at the races y'all! Tickets are still on sale and you can claim yours by calling The Ticket Factory on 0844 338 8000 right now provided you're not reading this on the 19th or after in which case I probably wouldn't bother!

Other dates for your diary include the Hawk International Motocross at Hawkstone Park on February 26, the Swansea Beach Race on March 3/4 and the opening round of the Maxxis British Motocross Championship on March 11. That's looking set to be an awesome event as the UK's leading racers battle it out in an eight-race programme around the super-sandy FatCat Motoparc circuit. Although you've probably read it like a million times before FatCat's situated slap bang next to Junction 4 of the M18 in sunny South Yorkshire. For more details on this year's series including full entry lists for the MX1, MX2 and MX2 championships log on to www.mxgb.co.uk.

In the week following the FatCat Maxxis season opener the greatest show on dirt comes to the UK as the Monster Energy Masters of Dirt hits London and Manchester. Quite literally the best

non-competitive and choreographed dancing girl, dirt bike, quad, snowmobile, MTB and BMX extravaganza you'll ever witness, the MoD is defo one not to be missed. The shows start at 7:30pm on Wednesday March 14 at Wembley Arena and Friday March 16 at the Manchester Arena. They'll also be making a three-day stand at Dublin's Citywest Arena on March 23/24/25. There's a full review for the tour later in the mag so check it out...

Also later in the mag you can read about the life and loves of Finnish enduro legend Mika Ahola who died on January 15. Little is known about the five-time world champ's death other than he died following kidney surgery. Bad times.

Award-winning TV documentary makers Peggy Pictures are currently doing research ahead of what they hope will be a ground-breaking series about the UK motocross scene. As well as speaking to professional racers and industry hard-hitters they'd like to feature the grassroots riders and family units that make off-road sport so special so if you believe your young racer is the next big thing – or even just one hell of a character – and they're aged between six and 16 then they'd like to hear from you.

Drop Ida Bruusgaard a line on ida@peggypictures.com with a few details about your racer and family, remembering to leave a contact phone number and you might just be

involved in the coolest TV show to hit t'goggle box since Hill Street Blues – or something, I don't know, I don't watch much telly, okay?

Something I have been watching quite a bit of, of late, is YouTube which has been packed out with moto-goodness from all around the world including stolen AMA Supercross footage, Brad Anderson on his new Carlton Dry THOR Honda and Jake Nicholls riding BT's super-sick practice track in New Zealand. You can also find many of these awesome shorts on the dirtZone section of dirtbikerider.com.

Being a keen photographer I was delighted to discover on our DBR Facebook page a selection of images from the Indian off-road championship posted up by photographer Vineet Singh. The guys over there may not be rocking the latest kit but there's a passion and intensity to their racing that strikes a chord with us.

Something else worth considering for the armchair fan is the upcoming MUD video game. Basically, it's the official video game of the FIM world championship and features all the riders from the MX1 and MX2 series and the MXdN although not the tracks. It's made by industry leaders Black Bean and looks set to hit shops in the next few weeks on PC, XBOX 360 and PS3. Check out www.mudthegame.com for more info, screenshots, videos, wallpapers and stuff...





WIN! WIN! WIN! WIN! WIN!

SHOEI VFX-W UP FOR GRABS

When it comes to protecting your pate – that's your head, not something you spread on toast – we'll always recommend you steer away from 50 quid lids and splash your cash on the best helmet your budget will stretch to. It's a total no-brainer.

Of course, top of the range protection comes at a premium price but this month we've teamed up with those fine folk at Feridax to ensure that one very lucky reader will be taking to the track in the not-so-distant future with their cranium encased in a Shoei VFX-W that retails at a single penny shy of a whopping £480! Make no mistake, this is premium protection.

Our crash test Oirishman Geoff Walker's been sporting a Shoei VFX-W as part of his long-term testing

duties and this is what he has to say about it...

"The Shoei VFX-W currently residing on the Walker head is one product worth its weight in gold. The brand is one of the very finest and the build quality and attention to detail on the helmet is great. The VFX-W is not the lightest helmet on the market but in my mind this is not a bad thing – a few extra grams can in this case mean a little extra protection – and the comfort and fit as you would expect from this high-end helmet is great. There's a feeling I get from pulling on the Shoei which I haven't had in any other helmet I have worn. This is a security shell and it allows you to ride confident in the knowledge you are at the highest level of protection."

Impressed? So you should be! To be in with a chance of winning one all of your very own all you need to do is tell us which UK-based team choose to protect their riders' heads with the Shoei VFX-W.

Is it: A: LPE Kawasaki
B: STR KTM
C: Apico Suzuki
D: CAS Honda

Think you know? Okay, point your PC at www.dirtbikerider.com then either log-in or sign-up to dirtZone – once you're there you'll be able to follow the competition link to the correct page where you need to fill in the fields and hit transmit. Entries close on **March 8** with the winner the first correct entry drawn at random.

Feridax.com



THE REVEREND

BACK IN BLIGHTY!

THE REVEREND'S RETURNED FROM HIS TRIP TO NEW ZEALAND BUT NOT BEFORE HE'S PICKED BT'S BRAINS AND DESTROYED HIS DUNNY...

Words by Jake Nicholls Photo by Si Parker

Hi guys, how's it going? It's been a big month for me since I last wrote as I'm sure it has for a lot of you who are all doing your best to get ready for the new season. Of course, this time of the year for me is made up of training on and off the bike and the rest of the time is pretty much spent watching the AMA SX over and over.

They really are starting to get the hang of running a SX series over there aren't they! Someone must have snuck over from the AMA and watched a British SX for some ideas! Ha ha ha... But I do wish and hope they get the British series up and running properly, if they used proper dirt it would be a huge start. Anyway, so yeah, it's been a very productive month. I'm not gonna carry on about how great New Zealand was and all the rest but I will give you a little insight into what I've been up to.

When I last wrote I had just finished my first day's riding on BT's track – hopefully by now most of you will have seen the YouTube video I made with my helmet cam around there a few days ago. But if you haven't check it out and there's also one of me chasing Ben around our friend Cam's track. It took me a good day to get my head around Ben's track as it had some big jumps in it and I wasn't overly confident at that point as I had done bugger all riding. It's also a very strange dirt there – Ben explained it to me as volcanic pumice which is what most of the island is made up of and it's so weird to ride.

To the eye it looks like perfect ground – a mix of clay and light dirt material that produces huge ruts and endless amounts of grip. But it's actually the complete opposite. It would get huge ruts coming out of the corners but in and around the apex the ruts were nothing more than a ledge to hold your wheels in place and man did it teach me some good things. Ben explained a lot to me about technique and he's also the angriest person when it comes to people smashing through berms which was so easy at his track.

After a few days riding there we had quite a bit of rain so we drove a couple hours up to Auckland, pretty much the biggest city in NZ but not the capital. We

stayed at one of Ben's friend's places and the next day we drove 40 minutes away to a place called Wood Hill Sandpit, pretty much paradise for anyone who rides in England. Can you can imagine a mountain bike park in the UK where you pay to park then look at a map and pick which route you go on – green being the easiest and red being the hardest – and then get your gear on and go? Well it's pretty much the same set-up but you pay about £10 and you ride your MX bike.

There are about 30 miles worth of trails with everything from flat-out fifth gear pinned stuff the width of a Bobcat bucket though the trees to second gear trails as technical as they come – all right on the coast so it's beach sand! And then they have a massive MX track separate to all the other trails that's not dissimilar to Lommel but with hills. Honestly, my pants were wet for the two days I was there and there were only about four other people riding the whole time. I couldn't understand why it wasn't completely rammed but they all ride at their own farms over there I think!

We did four hours riding in two days and I drove us home pretty tired. Ben said he thought he drove fast – he has a police radar detector in his van so I was wide open the whole way. Their main roads are like our country roads but with kerbs and are actually wide enough to get two cars past each other. They also advise you what speed to go around the corners with a sign in KPH so my aim was to do the same around the corners but in MPH. We had a few hairy moments.

We went up to Taupo for a few days after that and stayed with Ben's parents. It was cool as there was a round of the NZ SX in town so Josh and Jamie Coppins also came and stayed at the house as well as Scott Columb. It was good to catch up with those boys. We rode a couple of cool tracks up there and drove a couple hours back down to Ben's. We went snapper fishing one day too off the west coast in the rough Tasman Sea. It was one of those things I wish I never agreed to but I'm glad I did it – it was a surreal feeling throwing your guts up two hours out at sea when you're not either ill or pi**ed. It was quite funny but did I feel rough. I still caught a few though and they tasted bloody

good on the BBQ.

I signed up halfway through my trip to do a four-hour XC event called the Raglan Rocx on a 450EXC on long-term loan to Kiwi Rider magazine. Christ it was tough! I only stopped for fuel and a drink twice in the four hours as the tank took 11 litres. My Camelbak broke as well so it was tough with nowhere near enough fluids and there weren't enough tree sections for a Suffolk herder – it was all quite open and fast across the rough hillside. I got fourth in the Ironman class behind good company as Paul Whibley won it and Rory Mead was second and anyone who follows GNCC in the USA will have heard of these two.

I was shattered after it and seriously dehydrated and hungry so we stopped and got some fish and chips on the way home as a naughty snack. I wore my heart monitor in the race and burned off 3080 calories so I had earned it but I ate a dodgy bit of fish and sure enough a day later I was in a state, crapping myself left right and centre. My poor toilet looked like a speedway rider had been practising starts in front of it! I felt terrible and two days later I was in hospital for a day with an IV drip in – three litres of that later and I was back in action but my old deep sump was still a bit ropery and I painted BT's fence another colour outside his shed once accidentally but I couldn't hold it in! We finished off my trip with a top last week and then I hopped on the big bird back over the water.

Later this week Ollie is coming over and we're going to do some riding which should be good as I prepped my track up yesterday and put a *huuuuuuuge* new jump in. I should be moving to Belgium this week but it's about minus 150 there right now so I think I can deal with my mother's cooking until then!

Hope I haven't gone on too much this month – if you've made it this far down then thanks for reading!

Go hard #45

PS A big thanks to Hope for my new mountain bike for the year – cheers guys...



TERRA TORTURE

INSPIRED BY THE OFF ROAD EXPLORER - **BATTALION** JACKET//PANT

LATEST MX RANGES AND LEISUREWEAR NOW AVAILABLE!



FREE

2012 Catalogue

available at www.demon-tweeks.co.uk

OR CALL TODAY
0900 299 1905

DIRTBIKE RIDER READER OFFER!

Order online receive extra discount, enter code RZ342B at checkout!

FINANCE AVAILABLE
Please call for details

THE BIGGEST BRANDS... AT THE BEST PRICES

WHY WE ARE No. 1

- > Over 40 years trading - Buy with confidence!
- > Same day shipping on orders placed before 4pm
- > Knowledgeable technical sales team
- > Dedicated customer service team, call or e-mail

- > Secure shopping on our easy to use website
- > 100,000 sq.ft. warehouse with £5M in stock
- > Approved workshop and fitting centre
- > Come visit us, great biking roads on our doorstep!



MEDIA CODE
RZ342B

Calls may be recorded for training purposes

ORDER NOW:
LOW RATE CALL

0844 815 8603

Calls to 0900 numbers cost 50p per minute at all times. (Calls should last no longer than 1 1/2 minutes).

ALLSPORT DYNAMICS

OH2 WRIST BRACE

Allsport Dynamics is the brainchild of Jeff Brewer who wrecked his ankle and decided to make his own brace. Soon Jeff began helping out injured riders in the area around Houston and in the last 13 years the business has grown.

We got one of the OH2 hand-made wrist braces to test a couple of months ago. I have been using the brace on and off during my rides over the winter and I have to say the levels of comfort and support are beyond what I expected.

The brace takes a little bit of setting up and working with to find the perfect fit for your personal support and comfort but I have put the brace through its paces and it has stayed true on my right wrist which has a permanent crack inside. I still have good movement in the wrist but the brace keeps everything running straight in the joint.

I didn't have to change a glove size to fit over the hand part of the support fixing although gloves which run high up the wrist may need a small mod.

Price: various

Supplier: decade-europe.com

Contact: 01792 469811



GAERNE

SG10 BOOT

The Gaerne SG10 boot has been on and off the DBR feet for a few years now. I first wore them in competition in The Tough One in about '08 and I couldn't believe the comfort and support level then and that remains the same now.

The SG10 is second in line to the newer SG12 in the Gaerne product range but my feet enjoy the 10s for all-day comfort. I have taken these boots worldwide and they received the 'ultimate' test last year when I wore the boots for the 24-hour Ironman race at Glen Helen. At the end of that gruelling time my feet and ankles didn't have a mark on them and the boots held firm with support and comfort throughout the race.

The SG10 wins for comfort and simple design in the buckling system which is effortless. It takes a day's riding to settle a new pair into place and the memory cell inner foam liner moulds to your ankle and higher foot area for incredible comfort. The ankle alignment system keeps your bones and joint running in line and the foot supports built into the sole area protect you from the biggest hits when things go wrong.

Price: £352

Supplier: mrsitd.co.uk

Contact: 01423 772885

DBR TESTED



CROCKSTAR

ADRENALIN MONKEY!

AFTER YEARS AS A PRO MX RIDER IT APPEARS GORDY'S ONLY JUST STARTED TO GET A BUZZ FROM SCARING HIMSELF SENSELESS

Words by Gordon Crockard Photo by Suttly

Hey hey! Here's my problem – four-stroke MX bikes are too loud and the rented field for my track that I've had since 1986 is now closed. Boo frikkin' hoo! And all because of just one neighbour who moved into the area seven years ago and started complaining to the council straight away.

They have now got evidence worthy enough to allow the council to serve a noise nuisance order on me and use of the field for motorbikes is now not permitted. But I have full planning permission with no restrictions. I have used the field for 25 years. Not one other neighbour has ever complained. I have supporting letters from all the surrounding neighbours – the majority of whom are located closer to the field than the complainant – stating that the noise of the bikes doesn't bother them. The field is used by me and a group of close friends. We made our own rules to respect the neighbours, only using the track between 11am and 5pm except Sundays when no use of the field takes place.

Practising is my work and coaching MX at the field is contributing towards the development of talented individuals. The council do not provide anywhere in the entire country of Ireland to practice MX so there is no alternative given.

Another two private tracks within a 10-mile radius have been served exactly the same abatement noise order on the same date as I got mine. It appears the council have decided to stop ALL MX practice tracks in my area. This is the same council who recognised my achievements in MX and gave me the prestigious Blair Mayne Award of Excellence in their town hall. They are the same council who paid me £1,000 to be the guest of honour speaker at their annual sports awards for the borough and conduct a visual media presentation and one-hour motivational speech.

Prior to the thunder roar of four-strokes, the ring te ting ding de ting ting baaaaarrpp of two-strokes did not bring on this stress of a situation. I disliked the noise of four-strokes from the day I first ever heard one, probably Perry Leask's Husky round Elsworth on Easter Monday in 1988. Now I absolutely detest the hateful no personality blatter they put out. I have appealed the notice served and my barrister will fight the case on February 20. I'll be sure to inform you of the outcome.

Now that I've warned you about the dangers your sport is up against in relation to the power of a sole citizen and the law, I will positively move on to how much I am in love with present life. I have found great pleasure in taking on new challenges and learning how to defeat the self-preservation system we have been programmed with – aka fear!

It started in Australia riding their fierce AMA-spec supercross tracks, then jet-skiing, cliff diving, Fireblade

riding, BMX jumping and snowboarding. Now snowboarding and ski holidays are something I have stayed away from intentionally so as to be sure I was doing all I could to focus on MX and not send out any invites for an unwelcome pre-season injury to handicap me. Now I've been to Bulgaria snowboarding for a week and loved it. I will be back every year.

Mika Ahola's fatal crash blew my mind. For a five-time world enduro champion like Mika to die from a crash really does scream volumes about how real the dangers are every time we ride. RIP Mika, you were an inspiration to me and you'll never be forgotten.

Still on the subject of enduros, good to see Knighter back on the pipe and hustling the dung out of that big Katoomba. Leo is on the spanners so the craic will be mighty I know for sure.

Are you loving the AMA SX on Motors? I sure am. It's sick. I want Chad Mudda Fcukin Reed to win. He is a bad dude and I think his passion shines through in his whole 22 Motorsports gig. Trey Canard – what can I say? The Big Man upstairs might have a case of selective hearing methinks. And as for those post-race podium interviews by all the dudes – except Reed – please stop listing your sponsors, it's pathetic. I don't listen to what you are saying once you start reading everything off your race shirt sleeve and it makes me dislike you. Honestly!

Toni Bou on his Montesa is incredible. Watch him on YouTube or on the TV for the X-Trial indoor trials events currently on. What a fantastic approach he has to competition. He has got to be one of the greatest talents on two wheels at this time.

Facebook has been making me laugh quite a lot lately. Such a platform for all the racing crowd to display to the online world how fit they are, how much testing, practising, sleeping, training, resting, digesting, thinking, yawning, yawning, yawning, sleeping, sleeping, sleeping...

I'll be in Spain as you read this. Crock Star Winter MX Camps will be in full flow and every day my group of riders will be coached and guided towards improving their skills. It makes me so satisfied to pass on my knowledge to help other riders. It's great to see my solutions create progress. I feel like I'm winning against the game of motocross. And what a fantastic game it is.

All the hairy chest...

PS Sssssssshhhhh, keep the noise down!



WIN! WIN! WIN! WIN! WIN!

A TWITCH FAMOUS STARS AND STRAPS CLOTHING PACKAGE WITH AN EXCLUSIVE SIGNED POSTER...

When Jeremy Stenberg first appeared on the So Cal freestyle scene you'd have never thought he'd amount to much as the Tourette's suffering teenager seemed to struggle to establish himself among the sport's leading stars. But now 15 or so years later you'd barely recognize Twitch as being the same badass, partly because he's had his teefs fixed and he's also covered in tattoos but mostly because he's now an action sports legend and tings and stuff.

With eight X-Games medals, a whole heap of Dew Tour awards plus a LORRS title and X-Fighters win already in the bag the 30-year-old is

amazingly still at the top of his game which is why the Famous Stars and Straps brand – which is available in the UK now through online gods www.freestylextreme.com – have hooked Twitch up with a signature line worth singing and dancing about. And to celebrate the radness of this range of FSAS clothing Freestyle Xtreme have hooked us up with some swag that's seriously worth swiping – if you know your Twitch twivia that is.

To be in with a shot of winning an exclusive signed Twitch poster and Twitch-signature line Famous Stars and Straps hat, hoody and three tees all you have to do is answer this easy Twitch-related question.

How many X-Games medals has Twitch won?

Is it: A: 18
B: 8
C: 28
D: I 'ate you Butler!

When you've figured out the answer head to www.dirtbikerider.com, swing on by to our comps page, log in then fill in the fields and hit transmit. The competition closes on **March 8** and the winner picked out of a flat bill hat of correct entries will win this amazing prize. Since The Bear will be away on The Bear business all prizes should be safe...

freestyle
Xtreme.com

EDITOR

Sean Lawless
sean.lawless@dirtbikerider.co.uk
Tel: 01524 834077
Fax: 01524 425469

DEPUTY DAWG

Anthony Sutton
anthony.sutton@dirtbikerider.co.uk

ART EDITOR

The Bear
andrew.marginson@dirtbikerider.co.uk

PROPANE AND PROPANE ACCESSORIES

Hank Hill
andrew.hill@dirtbikerider.co.uk

DESIGNERS

Graham Austin, Gary Houghrain

US EDITOR

Steve Cox
www.coxmx.com

TECHNICAL WANG

Angry Geoff Walker
geoffwalkerdb@aol.com

YOUTH EDITOR

Mike Gurney
mikegurney55@yahoo.co.uk

CONTRIBUTORS

Jonty Edmunds, Stevie Mills, Stephen Sword, Gordon Crockard, Jake Nicholls, Jack Burnicle, JP O'Connell, Nuno Laranjeira, Bryan MacKenzie, Steve Potter, Rob Bayman, Andrew Walch, Si Parker, Vineet Singh, Bed Radley

QUEEN OF MARKETING N' TING

Sarah Hodgkinson

ADVERTISING

Kerry Lockley
kerry.lockley@dirtbikerider.co.uk
01524 834043
Mr Marcus Davies
marcus.davies@dirtbikerider.co.uk
01524 834023

DISPLAY ADVERTISEMENT MANAGER

Christina Rawlinson
tina.rawlinson@lmnews.co.uk
01524 834053

SENIOR ADVERTISEMENT MANAGER

Caroline Buckley
caroline.buckley@lmnews.co.uk
01524 834007

MERCHANDISING AND SUBSCRIPTIONS

www.dirtbikerider.co.uk
01524 834066

SUBSCRIPTIONS

One year: UK £30
Europe £49.30
Rest of the world £65

PUBLISHED MONTHLY BY

JP Off-Road

PRINTED IN ENGLAND BY

PCP, Telford

CIRCULATION

Comag, Tavistock Rd, West Drayton, Middlesex UB7 7QE
01895 433723

DIRT BIKE RIDER

12 Victoria Street Morecambe, Lancashire LA4 4AG



Copies of DBR can be obtained each month by placing a Standing Order with your newsagent. In case of difficulty, contact our Subscriptions Department. Readers in USA and Canada may call Eastern News toll-free on 800-221-3148 to locate your nearest stockist.

Dirt Bike Rider Magazine is copyright of Johnston Press plc and may not be reproduced in any form without the written permission of the publisher. Every care is taken in compiling the contents but the proprietors assume no responsibility for any effect arising there from. We welcome unsolicited manuscripts and photographs but accept no responsibility for their loss, damage or total disappearance.



SWORDY LUCKY8!

SWORDY'S PICKED A BRAND NEW NUMBER THIS YEAR TO GO WITH HIS NEW BIKE AND NEW TEAM...

Words by **Stephen Sword** Photo by **Sutty**

This month has been spent mostly on practising on the bike and as the weather's been very kind all the tracks have been in good condition. I've been up to Mepal a fair few times along with FatCat and Apex too and I started this column waiting for the boat to head over to Ireland for some testing with the team.

I set off early to Stranraer with my van fully loaded and Coldplay's new album on. I went right past my family home but never had time to pop in – I'll probably stop over for a night on the return journey if I'm not missing Jodie and the kids too much. I've had my orders from Ayrton to come back with two trains he wants from the Thomas the Tank Engine range. I'm not sure P&O ferries will sell them though...

It's been over 10 years since I've taken the boat from Stranraer and it was a great journey up, passing through my birthplace of Dumfries which I haven't been through for years. There are bright blue sunny skies with snow on the mountains. I must be getting old but it's a lovely place and no traffic jams – that's one thing I like when I come home. Once on board the boat I went straight to the restaurant to be greeted with the same crap food they had over 10 years ago. Good job I packed my sandwiches!

I went into the quiet room, read the paper and caught up on some sleep. The crossing was about two hours, then it was a 45-minute drive to the team workshop where I dropped my practice bike off to get prepped and serviced up. When I got there the superbike mechanics had one of the road bikes on the dyno. What a noise! He had it in top gear flat-out on the rev limiter. I thought to myself if this bike somehow got grip he would go flying straight out the window.

Paul my mechanic was there so I chatted with him for a bit along with Philip the boss. I was filling them in on what I'd been up to over the past few weeks and he was showing all the new Tyco Suzuki graphics for the bikes and trucks. They look pretty sweet. I left the workshop to go to Adam's house in Omagh

which is where I'm staying for a few days. I got to him about 6pm and we headed straight to the gym for an hour before tea. I'd been travelling most of the day so a little cycle, swim and gym was good. The weather's okay so I'm looking forward to some good days riding and testing with the race bike for the first time.

Away from the bikes it's been flat-out with the kids. I took Ayrton and Starlia 10-pin bowling for the first time last week while Jodie was off up to London for the day. Starlia was obviously too young but Ayrton had a great time. We got the side barriers up and away we went. It was great to see his face when he was knocking the pins down. Starlia was perched up on the seat watching all the action, giggling away to herself. He then wanted to play on the arcade games so we did a lap of them before heading home.

On the way home Ayrton insisted we stop at McDonalds for lunch. It's not on my diet plan but I wasn't going to argue with him. I promised him a new train that he wanted so we went to get that before heading home to make a new train track. I was supposed to be looking after him but it felt as though he was in charge!

I'm pleased to be with Fox this year again. I've just been sorting out the shirt and printing logos and stuff with them. I've changed number to #8 for this year. No real reason but now I've got a new team, new bike and new number. I'm also staying with Oakley for another year, I just sorted that out last month so things are good in that department.

We've just landed at a track called Magilligan's in Ireland. It looks sweet! It's right next to the sea so nice and sandy. My team mate Stu Edmonds is here on the 250 so it should be a good day's riding. Only one month left now before the racing starts so every day counts. Good riding, good training and good fun. I will let you know next month how things pan out here and how the first few races go.



NORMAN BARROW REMEMBERED

A TRIBUTE TO THE NORTHERN LEGEND...

One of the British Open Championship's original 'Top 30' when it was launched in 1975, Norman Barrow tragically lost his life in a mountain biking accident on December 13. The big, broad, smiling Cumbrian from Millom was riding his beloved fells near Ambleside in the Lake District when he fell.

Norman, who was 65 years old, had started racing as a teenager in 1963 aboard Greeves and then Metisse machinery. Later, a semi-works Greeves ride pre-empted his elevation into the Bolton-based CCM factory team alongside John Banks and Vic Eastwood. Seeded into that 1975 British Open series a lowly number 21, Norman nailed eighth place at the opening round against a phalanx of grand prix regulars and British champions.

He then moved joint seventh with team-mate – and ultimate vice-champion –

Eastwood in the second round at Corsham and spent the year embroiled in a battle for the top six, ending up eighth in a fiercely contested series. He also enjoyed a wild card outing in the British 500 Grand Prix at Hawkstone Park but was sidelined with clutch problems.

Norman slipped to 14th in the Open championship of 1976 and two years later rode a season for fellow Cumbrian Bill Brown on a 440 Maico before reverting to CCM for his British Open swansong in 1979. Leaner and fitter than ever, at the age of 45 Norman made a comeback to competition on a Maico at the 1991 Nostalgia Scramble and in recent years trials riding and mountain biking had become his passions.

Imbued with a bright-eyed, boyish enthusiasm he could nonetheless be a muscular and resourceful presence on the track. One-time rival Paul Orrit recalls

rushing to the rescue of a fallen competitor during a Cumbrian meeting sometime in the seventies.

The poor man, flattened face down in the mire, could only moan the one word over and over again – "Barrer...Barrer...Barrer..."! Another younger rival who learned a load of track craft from big Norm was current Honda Europe grand prix boss Roger Harvey. "He was as hard as nails on the track," says Roger appreciatively.

Norman leaves behind his wife Janet, daughter Jen and a son, Tony, who followed in his dad's racing footsteps and will continue to run the family business, Wharton's Garage in Millom. Besides their huge loss, his passing leaves a chasm in Northern England's off-road scene which will still echo to his deeds and his infectious laughter. God speed, Norm. We'll miss you...

Jack Burnicle



Alex Rach is loving racing in the amateur ranks

AMATEUR DRAMATICS!

SCOTT SUPPORT FOR NEW NATIONAL SERIES

Former pro racer Alex Rach has joined forces with Cumbria Twinshock organiser Darren Hudson to roll out a new national amateur race series with Scott coming on board as title sponsor.

The Scott Amateur Nationals (see what they did there) will run over eight rounds in 2012 and cater for seven classes with the emphasis on creating a relaxed, friendly atmosphere at some of the country's top tracks.

"It's a series that makes great tracks available to amateurs," says Alex. "They can ride places like Hawkstone Park or Farleigh Castle or FatCat without the pressure of being up against really fast pros. There are a lot of guys who may not be fast enough to ride series like the Red Bull Pro Nationals who we want racing with us."

Classes cater for 125 two-stroke, 250/Open two-stroke, MX1, MX2, Vets, Ladies and Open Junior and as well as Farleigh, Hawkstone and FatCat tracks include former British championship venues Brampton and Finningley.

"After being a pro motocross rider for 10 years I retired and started work for Scott USA and Acerbis UK as a sales manager," explains Alex. "Last year I raced a 250 two-stroke as an amateur and really enjoyed it, had loads of fun and enjoyed being around great guys who loved the sport they did for fun!"

"It going to be a fantastic championship with loads of glitz and glamour. We have a major title sponsor with Scott and they are putting so much into this championship to make it a success. It's a championship for all abilities and ages and our goal is to have a great weekend's racing and return home safe!"

CALENDAR

SCOTT AMATEUR NATIONALS

Rnd 1	March 24/25	FatCat
Rnd 2	April 22	Mepal
Rnd 3	May 6/7	Hawkstone Park
Rnd 4	June 10	Brampton
Rnd 5	July 22	Condover
Rnd 6	August 11/12	Farleigh Castle
Rnd 7	September 9	Finningley
Rnd 8	September 23	Long Lane



MAX POWER

INDOOR ACTION!

THE SUPERCROSS SEASON'S KICKED OFF AND MAX IS RIGHT IN THE MIDDLE OF IT...

Words by Max Anstie Photo by Frank Hoppen

So we're four rounds into supercross and so far things have been going relatively well. I have been making improvements each week and I feel as if I'm riding within my comfort zone and have not been pushing too hard. But I'm only here for two more races and I think it's time to step it up a little.

We're working hard this week and I feel as if I'm so close to having things go my way and getting a good start and riding up the front. I will make some small improvements and we will have a good race this Saturday!

In LA everybody was preparing for a mud race but by the time practice got under way the beautiful California sun was out and the track was in perfect condition. With a slightly different programme we only had 12 minutes to learn a brand new track and set out lap times for the night show. I ended up eighth in qualifying practice with a 55.9 that was just a second off the fastest time. The start would be important as everyone was so close on lap times.

I lined up for heat race one and managed to pull out the holeshot! I lead the field for two laps when I then made a little mistake in a turn and that caused me to not jump a triple. I lost a few positions but made it to the Main and was confident for a good race. I haven't been out front like that for a long time so it was a great feeling to not have anyone in front of me. I tightened up a little when out front but I'm learning and improving with every race.

So in the Main Event I got a good jump from the start and would have been inside the top five around the first turn but one rider hit another guy and there was a big pile-up. I managed to avoid it but was back in around 15th position. I made some fast and aggressive passes to move me inside the top 10 by about lap four – the rest of the race I just picked guys off and kept moving forward until I eventually finished sixth. I definitely proved that I have the speed to run

consistently inside the top five and sometimes get on the podium – I'm strong and fit and 100 per cent ready to go.

Having said all that last Saturday up in Oakland didn't go so well for me. Throughout the practice sessions we had some issues that resulted in me losing my good lap time and being moved to the back of the grid for timed training. I managed to pull a good start in the heat and ran a solid third for five laps.

Ratray had crashed so there was a section of the track where you couldn't jump and in this section the rider behind me could close up the gap. Osborne then slipped under me and moved me back to fourth. In the Main Event I think the events of the day were taking their toll on me – I didn't get a good start and I wasn't riding how I wanted to ride. I ended up eighth which was disappointing because I feel as if I can be top three.

Anyway, I'm looking forward and continuing to work hard for the next race in Anaheim. I can't wait for this next opportunity to go out and prove to myself that I can ride up front.

My dad has been having a rip around my track at home and he was getting pretty good and beating all the boys that were staying with me. He's the king of one-lap wonders and doesn't even do a warm-up – no gloves, just speed!

I moved out of home into my new sweet pad that's also my workshop and gym! My dad is giving me a bit more responsibility and so far I'm doing all right. I can cook, wash and do everything. It's awesome because I can train late at night and before the sun comes up in the morning. My mechanic is living with me so I'm also getting some nice Italian food.

So my life's been mostly about riding and racing and I can't wait for Anaheim this weekend.

Max
dirtbikerider 23





NICK WEY

MORE THAN A SPONSOR

IT'S AN ADVANTAGE



www.protaper.com

THROTTLE TUBES



MODEL: THROTTLE TUBE
TYPE: TWISTER

EVO HANDLEBARS



MODEL: EVO (BLACK)
BEND: YZ HIGH

SE HANDLEBARS



MODEL: SE (SILVER)
BEND: HENRY/CHAD

HANDLEBAR PADS



MODEL: MOULDED 2.0 SQUARE
FEATURES: BREATHER PIPE CUT-OUT

GRIPS



MODEL: RC EDITION (GREY)
TYPE: HALF WAFFLE/SOFT



apico.co.uk 01282 473190

Q: Did you ever see somebody who when you first saw them you knew they were something special? Obviously someone like Carmichael is special for winning championships but I mean someone more like Bayle who dominated MX then did his thing in road racing...

Jem Whatley, Spain

A: "Marc Velkeners pasting world champ Harry Everts in the opening 125 GP of 1980 at Norg in the Netherlands. And your son Kristian ghosting round Canada Heights with the same astonishing fluency as his old man!"

Q: Back in the day how many rolls of film would you go through in the course of a GP weekend and how much would it cost to develop it all?

Noel Gosney, Bridport

A: "I used to pack a dozen 36-frame rolls into my camera case, Noel, plus a couple already loaded in camera bodies. Can't rightly recall cost – Fujichrome and Ektachrome were processed at labs in Covent Garden, Farringdon or Soho, Kodachrome had to be sent away to Kodak and mono films like Tri-X either in the labs or at weekly newspapers TMX, MCN and Motor Cycle Weekly."

Q: I always look forward to reading your stories of the by-gone days. Is this photographic memory stuff or do you have enough notebooks to fill a small library?

JP O'Connell, Yeovil

A: "A mixture of the two – I never throw anything away!"

JACKBURNICLE

THE LEGENDARY COMMENTATOR, COLUMNIST AND PHOTO-JOURNALIST (AND FORMER KNAVE STAFFER) TAKES QUESTIONS FROM THE GREAT, THE GOOD AND THE NOT-SO-GOOD...

Interview by JP O'Connell Photo by Suttly

Q: Jack, I'm sure you won't mind me telling people that we used to call you Top Cat as you always bunked up in one of our rooms, always powdered your b*locks with Johnson baby powder and always stayed in the bathroom longer than my wife! My question to you is do you still powder your b*locks every night?

Dave Thorpe, Devon

A: "No, DT. Picked up that baby powder habit from a beautiful girlfriend at art college but abandoned it years ago now. Frightened your old foe Graham Noyce – he once hared out of our hotel bathroom in a panic yelling 'Ere, Jack, you ain't got athletes' foot 'av yer?'"

Q: Would you rather commentate on an excellent motocross race or an excellent road race?

Ben Mitchell, Southampton

A: "This ticklish question regularly comes up in conversation. I love both, Ben, though I do believe motocross is more exciting live at trackside and is diminished on a television screen whereas road racing is actually enhanced by TV."

Q: Jack, since you had the misfortune of travelling through much of the '70/'80s era with my father Dave [the current FIM race director] and the late Alec Wright I'd like you to detail a couple of your most memorable experiences!

Kurt Nicoll, USA

A: "A glorious, sun-scorched afternoon in Venice after the 1983 San Marino 500GP, Uncle Alec reclining in our gondola, wreathed contentedly in cigarette smoke. "You know the best bit Jake?" he smirked. "I'm getting paid for this!" Your dad's favourite trick was to grind the gears of our hire car, mumbling 'oh dear, gearbox failure'. Once, when we were gridlocked in Madrid, he reduced the whole city centre to pandemonium by jamming on the horn. And I remember en route to the 1979 German 500GP at Beuerne, in that ancient diesel Merc which I believe you inherited, the exhaust fell apart so he pulled into a Mercedes garage in Cologne, persuaded them to let him use a ramp and welded the thing back together!"

Q: You've travelled the world watching MX, often in riders' vans and hire cars. What's the closest to a near death experience you've had due to a GP rider's driving?

Colin Stewart, Wallasey

A: "Probably within inches of a head-on in France with 'Foamin' Bob' Wright at the wheel of the factory CCM Fiat, circa '79. Shaun Simpson's dad Willie could be a bit impatient too. He once wiped a wing mirror off his

Fiat colliding with another truck before we'd even reached Dover!"

Q: Jack, are you EVER going to retire?

Rog Warren, "MC"

A: "That's probably down to 'Big G' and as Hank Wangford used to sing 'Big G – he's better than a smoke or a cup of tea!'"

Q: Eyup fella! I was wondering what you remember about your fastest lap around the famous Nordschleiffe circuit at the Nurburgring? For the benefit of the readers we were there to cover the WSB round a couple of years ago – Jack had been going on at me for ages about taking him for a lap in the hire car but the problem was that I was on a ban by the time it came round so old Jack took the wheel. He went from the mild-mannered and sensitive fella that I knew to a raging bull when we got out onto the circuit – swearing, cussing and forcing other drivers onto the grass! Bloody funny it was!

Jamie Whitham, Huddersfield

A: "That was one of the biggest blasts of my life, James. You'd told me I had to remain on the right when faster traffic than our Skoda Fabia wanted to overtake so you spent the whole tyre-squealing 14 miles checking behind. I panicked and let a clown in a Volvo past approaching a blind crest but he jammed on the brakes and got in my way. I was furious! So when I suddenly found myself hurtling towards the most famous corner on the track with a Porsche turbo looming in my mirrors I hollered 'it's the Karussell!', veered left in front of him, hammered round the fabled concrete ditch on the inside of the 180 degree left-hander and emerged 200 yards ahead. Result!"

Q: Hi Jack, you've met a lot of people in your time – if you were to host a dinner party who would be your four guests?

Carl Fogarty, Blackburn

A: "What a killer question Fogster. Four? Crikey! Can I take two sittings? Roger De Coster, Dave Bickers, Colin Edwards and Neil Hodgson on one and yourself, Whitham, Chris Walker and Graham Noyce on the other!"

Q: When you were in your prime were you freelance or working for a publication? Were you making good money or was it more for the craic of travelling around Europe?

Russell Bird, Brighton

A: "I've always been a freelance human being, Russell.

It was more the love of the sport and its people and travelling to beautiful parts of the continent and North America although I could never have known I'd still be getting paid for my pics 30 years on!"

Q: Do you still take motocross pictures and how do the modern digital cameras compare to film cameras?

Kirk Dowling, Belfast

A: "I never made the switch Kirk – packed in snapping at the end of 2002. Must be amazing now – autofocus and seeing what you've shot straight away are immense advantages, although the latter takes away the uneasy thrill of checking out your processed trannies on a lightbox to find out if you'd had a good day – or a bad one!"

Q: Jack, please enlighten us as to what your preferred style of swimwear is?

Sean Lawless, Lancaster

A: "Knee-length Adidas!"

Q: Hi Jack. Which race was the most memorable and exciting from your career?

Stefan Everts, Belgium

A: "Stefan, I don't think I can pinpoint just one from all those fabulous grand prix contests! The most exciting I ever commentated live on Eurosport were the 1998 Greek 250 finale between you and Sebastian Tortelli, Fred Boley versus Pit Beirer in Luxembourg a year later and that Italian race where you snatched victory from Mickael Pichon in the last corner!

"As a journo and photographer your dad Harry versus Akira Watanabe in the 1979 Dutch 125GP at Mill, Noyce beating Wolsink in the Dutch 500 round at Markelo the same year, Neil Hudson beating the Yanks at Unadilla in 1981, Carlqvist versus Malherbe in the 1983 San Marino 500GP, the first moto of the 1985 Belgian 250GP at Borgloon, 1986 – Jobe, Thorpe, Malherbe, Geboers and Leif Persson at Markelo, Hannah and O'Mara clashing at Unadilla and Thorpe versus Malherbe in Luxembourg, Bayle's 125 charge through the 500s at the 1988 MX des Nations in France, Thorpe and Geboers at Namur in 1989 and I haven't even reached 1990!"

KURT NICOLL QUESTIONS FOR THE KAPTAIN

Next month we've got Kurt Nicoll – possibly the greatest rider never to win a world title – in the Pro Pube crosshairs so fire your questions to him at dbproprobe@googlemail.com



Proud Partners of the
Red Bull Pro
Nationals Series

ARNAUD TONUS
2011 BRITISH MX2 CHAMPION



GO FOR GOLD
IN 2012

ELLIOTT BANKS-BROWNE
RED BULL PRO NATIONALS MX2 CHAMPION



ÖHLINS OFFERS THE COMPLETE SOLUTION TO IMPROVE PERFORMANCE AND REDUCE RIDER FATIGUE



The Original Gold

Öhlins Racing UK
Chris Witter
+44 (0) 203 286 3127
chris.witter@ohlins.se

Öhlins Racing AB
Office: Instrumentvägen 8-10
Mail: Box 722
SE-194 27 Upplands Väsby
Sweden
www.ohlins.com

ÖHLINS
ADVANCED SUSPENSION TECHNOLOGY

Find us on
facebook





HONDA HOMBRES!

HONDA WORLD MOTOCROSS TEAM-MATES RUI GONCALVES AND EVGENY BOBRYSHV SQUARE UP TO SEE WHO'S PACKING AND WHO'S LACKING...

Interview and photo by JP O'Connell

DBR: Who would you like to play you in a film of your life?

RG: "Sylvester Stallone."

EB: "Jason Statham."

DBR: When did you last clean an air filter?

RG: "Not so long ago, December 2011."

EB: "Last year in May. It's easy to do it on Honda!"

DBR: What was the last lie that you told and who was it to?

RG: "I don't lie."

EB: "I'm not one to lie."

DBR: Could you check your own valve clearances?

RG: "No way!"

EB: "I can but I'd probably do it the wrong way!"

DBR: Something you eat that you know you shouldn't?

RG: "Sweets because they're bad for my teeth!"

EB: "Nothing really – I eat what I know is okay for me to eat."

DBR: You're in second and on the leader's rear wheel – do you take him out in the last corner for the win?

RG: "Yep!"

EB: "Oh yes!"

DBR: Do you own a pair of pyjamas?

RG: "I'm afraid not."

EB: "No, they're not comfortable!"

DBR: What is the highlight of your racing career so far?

RG: "Vice world MX2 champion 2009."

EB: "Teutschenthal – my first GP win."

DBR: What car do you drive?

RG: "It's an Opel Vivaro van."

EB: "Honda Civic. If you are thinking 'what to buy?' don't think, just go get Honda – they're all that you need!"

DBR: And if money were no object?

RG: "Maybe the Ferrari 430."

EB: "Lamborghini Reventon."

DBR: Have you ever blamed a poor result on a non-existent mechanical issue?

RG: "Never."

EB: "No, never."

DBR: If you could change anything about yourself what would it be?

RG: "To be a bit taller maybe?"

EB: "Nothing, it's all good!"

DBR: If you could meet any person – alive or dead – who would it be?

RG: "Lance Armstrong."

EB: "Vladimir Putin."

DBR: If you could have any superpower for a week what would it be?

RG: "To heal all of the sick people in the world – but I think that I would like to be able to fly too, ha ha!"

EB: "To be invisible."

DBR: If you were shipwrecked on a desert island what three things would you want with you?

RG: "Helmet, motocross bike and fuel."

EB: "Handlebars, finish flag and podium box!"

DBR: What's been the most embarrassing thing you've done while drunk?

RG: "I was with some friends all drunk and I start to talk dirty to a woman next to us and the problem was that her husband was next to her and I didn't know they were married..."

EB: "I don't remember it!"

DBR: Your most prized material possession?

RG: "My vice world champion medal."

EB: "Helicopter."

DBR: Favourite race you've ever been in?

RG: "The '09 GP of Portugal when I won in front of my home fans."

EB: "Latvian GP"

DBR: Be honest, how often do you Google yourself?

RG: "Sometimes just to look for pictures..."

EB: "Not often, maybe every couple of months."

DBR: Blonde or brunette?

RG: "Brunette."

EB: "Blonde."

DBR: Is winning a race better than sex?

RG: "They're both really good!"

EB: "Sex!"

DBR: One thing about your riding style that you'd like to improve?

RG: "Avoiding the times that I ride a bit tight."

EB: "My scrub."

DBR: What's your favourite film?

RG: "The Fast and The Furious 5."

EB: "300."

DBR: What's the worst motocross related decision you've made during your career?

RG: "In 2009 I had some problem with my shoulder, they couldn't find it on the exams and when I had surgery it was a bit too late."

EB: "I should have moved up to MX1 earlier."

DBR: If you had to permanently give up either the internet, mobile phone or TV which would it be?

RG: "TV."

EB: "TV."

GET RACING PARTS

Passion for performance



Imported into the UK
exclusively by Revo MX

ACCEPTING DEALER ENQUIRIES NOW

ASSISTED DRIVE 'THE SMART TERM FOR TRACTION'

Replacement performance ECU's for fuel injected dirt bikes, from £408 including VAT.

revo
technik

• REVO TECHNIK LTD, 37 LANCHESTER WAY, DAVENTRY, NORTHAMPTONSHIRE NN11 8PH

• TEL: +44 (0)1327 301901 • WEB: WWW.REVOMX.CO.UK



READY TO RUMBLE...

WITH LESS THAN A MONTH TO GO TO THE START OF THE SEASON OUR STEVIE LIFTS THE LID ON WHAT'S BEEN HAPPENING IN THE EMERALD ISLE...

Words by **Stevie Mills** Photo by **Sutty**

Is it only my life that is passing me by at ballistic speed or what? No sooner has our Christmas tree been packed away in the darkest corner of my attic than the Easter Bunny is staring at me from the shelves of my local shop!

Gentlemen, it is official, motocross racing will commence on this island of ours come the first week in March! And before that the pre-season Hawkstone International is only weeks away. As usual the Salop Motor Club have teased a host of top GP teams out for some frolicking and race testing before the GP opener kicks off in Valkenswaard come April 9.

Moving with the times, the Ulster championship will kick off in earnest come the Easter weekend at Desertmartin. Quads, sidecars, veterans and Under 21 championships will run on the Saturday with the Solo MX1/ MX2 and graded classes getting together on Easter Monday at the same venue.

Time waits for no man and, unfortunately, the previous Easter two-day Ulster championship extravaganza at Ballykelly is no more. Every year I would tell Wifey to pack a bag because we were heading off for a romantic weekend break. As always, by sheer coincidence, the hotel of choice was a stone's throw from the splendid Ballykelly MX Park. Ah well, all I need to do is

find a hotel of choice a stone's throw from the splendid Porter's Pit!

The Ulster championship while run over six rounds will incorporate 18 motos starting April 9 and concluding at Tinkerhill just outside Newry on July 28 leaving plenty of sunbathing time for when the best weather arrives in August and September!

Blarney spies have been clicking on their stopwatches around the practice tracks and, with the uncharacteristic mild weather we have been having, Davy McC's track at Magilligan and Downpatrick Race Park have been receiving record numbers of riders. Marty Barr is smashing all previous records aboard his LPE Kawasaki around the deep sand at Magilligan – Marty has bonded well with the all-new KX450 and should be considered a real title contender this season in the Maxxis MX1 class.

By the way, the Maxxis championship seems somewhat over-subscribed this year. According to the official entry lists there are quite a few reserves in MX1 while the MX2 class could nearly run a second row on the grid. Oh, I do miss the old days when only the fastest riders got to race the points-payers and the non-qualifiers got shorter consolation races.

While the lights burn late into the night at Tyco Suzuki by TAS HQ, progress reports are all

good as Stephen Sword passes back his test results to the boffins – aka Turk and the boys. Stuey 162ey has been a busy lad and between pumping weights, running laps and sharing his skills with his latest training schools the newly-signed Suzuki pilot's diary is pretty full.

On the domestic MX front, TAS Suzuki will assist in the efforts of last season's Grade B champ Scott Hamilton. This exciting prospect will find his feet in the hotly-contested MX2 Ulster and Irish series although running at the front won't come easily. Gary Gibson will fly the TAS colours in the MX1 class. Gibby has nothing to prove as far as pure speed goes and on his day he can run with – and beat – the best of the rest. He just needs to get it together for an entire season to be a title contender.

Team G&G Ross have also turned yellow for 2012. Robert Hamilton will again spearhead their championship aspirations in MX1. Hammy finished third in the Irish last season despite missing the first round due to injury. It's only a whisper but talk is that his team-mates – brothers David and Keith Finnamore – are to take in the Fuchs Silkolene Two Stroke Championships which could see the Hamstar make a return to racing in the UK.

Martin Barr's been looking good in pre-season testing

Stevie
dirtbikerider 29

mce
insurance

OFFICIAL TITLE SPONSOR

BSB
BRITISH SUPERBIKES

THEFT INSURANCE

FOR YOUR OFF ROAD BIKE

Exclusive to MCE Insurance, call
one of our friendly team for a quote:

0844 338 69 08

mcebikes.com



OPEN 7 DAYS A WEEK

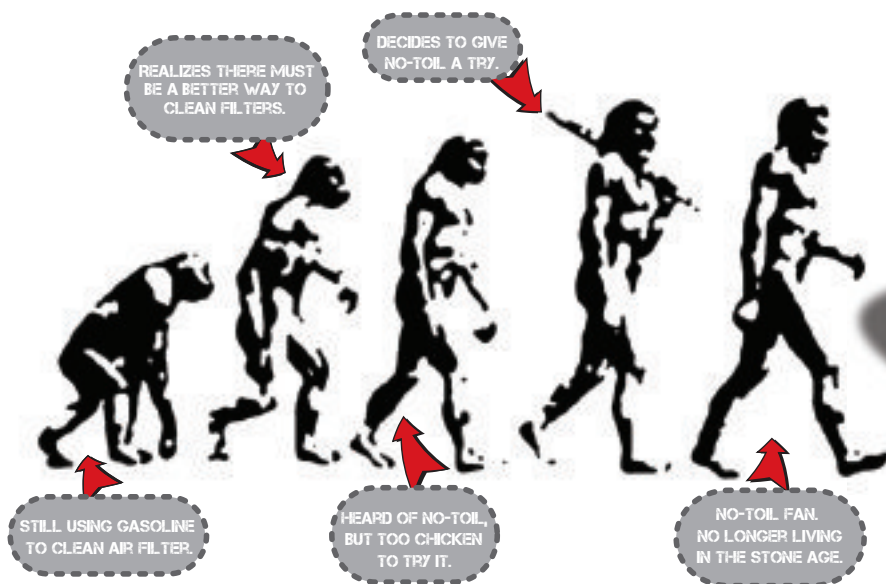
8.30am - 8pm Mon - Fri, 9am - 5pm Sat & 10am - 4pm Sun

Open Bank holidays: 9am - 5.30pm



mce
insurance

Are YOU still living... in the Stone Age?



WWW.NOTOIL.COM

DISTRIBUTED IN THE UK & IRELAND BY
MADISON.CO



BACK ON TRACK!

A LEANER, MEANER DAVID KNIGHT HAS HIS SIGHTS SET ON REGAINING HIS ENDURO 3 WORLD CHAMPIONSHIP IN 2012...

Words and photo by Jonty Edmunds

I've long enjoyed this time of year. I like the weather, weirdly. I like the indoor enduro season. But most of all I like the sense of anticipation as the new Enduro World Championship season draws ever closer.

With the off-season running close to four months, January marks not only the halfway point of the EWC's winter break but also denotes a significant turning point – it's the time when everyone begins to focus on the year ahead. We've stayed indoors for the majority of the cold, dark winter months but now there's a sense of urgency focusing all teams and riders. There's a fresh season to prepare for and it won't be long before it's time to seriously go racing again.

Social network sites like Twitter and Facebook are now the preferred choice for many riders when it comes to keeping folk up to date with their pre-season prep. Seemingly every week 'spy shots' emerge announcing different riders' new colours. Sneaky camera phone video clips of backyard testing are hurriedly uploaded and regular updates proclaiming how 'this year is already better than last year' are repeatedly Tweeted. Without fail, anticipation surrounding what the new season might bring quickly builds. Within weeks of the New Year arriving we expect this year to be better than the last.

I know for a fact that there's one rider who will

be glad to see the back of 2011 – David Knight. Hopeful of a successful defence of his Enduro 3 world championship, the year developed in ways nothing like he planned. Trying to keep the injury he sustained at the final round of the EWC championship in 2010 under the radar, Knight's season imploded no sooner than it had begun at the season opener in Portugal.

In snagging his foot in a dusty rut which caused an aggressive and painful rotation of one of his hips, DK's body cried enough before he got a chance to get going. Even with a teeth-gritted winning performance at the GP of Spain less than seven days later, Knight was still forced to concede defeat and watch his title defence evaporate. He had no option but to literally put his feet up and count down the days until the season's end.

That was then and things are very different now. Healthier, happier and with a renewed motivation to win back 'his title', DK certainly looked impressive at the recent KTM Enduro Factory Team photoshoot in Spain. Now fit and seemingly untroubled by his hips, there's both a fire and focus in his eyes that was sadly missing last season. The old Knighter's back and looking good.

Though his stable remains the same he too has changed colours, of sorts, during the

off-season and swapped his old Moose clothing for Alpinestars. And with a new mechanic and long-time friend by his side, David is determined to make this year better than the last. After putting in a tough winter's training a leaner, fitter David Knight has unquestionably emerged. Importantly, his body is now recovered – fixed and ready to race once again.

Focused on delivering the goods, Knight packed his bags and his race truck and headed to drier climates for much of January. Travelling through France and down to Spain, he's spent several weeks working on what will make him both faster and stronger. Allowing ample time to prepare, no stone has seemingly been left unturned and, as a result, it's clear to see that he's already not too far off being ready for the new season.

With just a couple of pre-season races scheduled to settle himself back into race mode, the moment of truth arrives on the other side of the world in Chile on March 24. With eight rounds and 16 days of competition to contest it's going to be a long, hard season. And while the championship won't be won in South America, David knows all too well it can certainly be lost there. But I have a sneaky feeling things are going to go pretty well for DK this year...

Knighter's rocking new kit and aiming to return to his old winning ways

FAMOUS STARS AND STRAPS

TWITCH TEES

The brainchild of Blink 182 drummer Travis Barker, the Famous Stars and Straps label has always been a popular one with the Cali bros ever since it was launched at the end of the 20th Century. A decade and a bit later, FSAS clothing is still kicking butt with this Twitch signature range particularly bashing booty. Check it all out at freestylextreme.com y'all...

Price: see website

Supplier: freestylextreme.com

Contact: 0117 967 2240



MUC-OFF

DRY SHOWER

This Muc-Off Dry Shower shiz is an all-new antibacterial body wash formulated for people who like to stay clean and fresh but don't have access to a shower directly after actively being active in the activity of their choice. Pump the bottle to release the foam, rub it around your dirty bits and then allow it to dry for that odour-free and shower-fresh feeling. It certainly seems suitable for us off-road riding folk who are known to stink somewhat after a day in the saddle...

Price: £6.99

Supplier: muc-off.com

Contact: 01202 307790

GAERNE

REACT BOOTS

This all-new boot from Gaerne not only incorporates aggressive styling but advanced technology n'all – if you're to believe the hype being pumped out of the Gaerne PR machine at least. Super-slim and lighter than some of the more cumbersome offerings available, these Reacts are a stellar product and competitively priced too. Originally only available in any colour so long as it was white the 2012 model is also available in black, blue and red so all you colour-coordinated chaps can now accessorise and ting.

Price: £245

Supplier: mrs1td.co.uk

Contact: 01423 772885



FOX RACING

360 FLIGHT RACEWEAR

As worn by Ken Roczen on our February issue's cover this factorytastic Fox Flight racewear is phenomenal. Designed then built to the highest standards, this KTM-coloured racewear is definitely ready to race. Rock on down to your local Fox dealer to see it for yourself...

Price: Pants £145

Jersey £45

V3 helmet £279

Supplier: foxeuropa.com

Contact: 0191 487 6100

100%

MX GOGGLES

As new a new product as you'll ever get, these 100% brand goggles – Accuri and Racecraft – were only launched to the world earlier this month with a complete lockdown on available information until the AMA SX season-opener left the line at Anaheim. With eye-catching designs and solid build quality these 100% peeper-protectors are 100 per cent awesome!

Price: Accuri from £34.99

Racecraft from £49.99

Supplier: decade-europe.com

Contact: 01792 469811





SHIFT

FACTION ARCADE RACEWEAR

This Faction Arcade racewear features yet another bold design from Shift and if yellow and green's your scene then bingo! Built to last (it'd probably survive a nuclear bomb blast) and to help you to go fast (Chad Reed and Lil' Hanny seem to go okay in theirs) this Shift swag is in stores now so check it out y'all!

Price: Pants £120
Jersey £38
Gloves £30
Supplier: shiftmx.com
Contact: 0191 487 6100

REDRAVEN

SPEEDVIEW GOGGLE SYSTEM

Electronic roll-off systems have been around in one form or another for 20 years or more but they've never been as technologically advanced as this before. Redraven have gone the whole hog and produced a goggle system that'll blow your mind. Powered by batteries, the system is activated by a bar-mounted button that delivers just enough fresh film for one clear view ensuring that there's no wastage. And with 40 clear views per film that's p-p-plenty to get you through the muddiest moto.

Price: £129.99
Supplier: apico.co.uk
Contact: 01282 473190



KTM POWERWEAR

STUFF AND THINGS

If somebody makes something then chances are KTM will also make that thing but with their logo on, apparently. Ideal for all fans of the Austrian brand the full range of 2012 KTM Powerwear products are available now. The hardest part is choosing what you want because there's just so much choice from stuffed bears to pacifiers – that's a dummy, dummy!

Price: various
Supplier: ktm.com
Contact: your local KTM dealer

JT RACING

LTD EDITION RACEWEAR

To mark the start of the 2012 SX season JT Racing have added two new limited edition colourways to their Classics line of race kit – the black/orange set that Mike Alessi debuted at A1 and this black/green ensemble ably modelled by The Bear. Basically this is more sweetly cut, awesomely built pants, jersey and gloves from the JT line but in a new colourway. There's not a lot of this about so if you wanna get some make sure you get some quick.

Price: Pants £149.99
Jersey £49.99
Flex glove £24.99
Life glove £34.99
Supplier: decade-europe.com
Contact: 01792 469811



MXM RACING

TEAM REPLICA GRAPHICS

If you wanna turn your dirt-scooter into a replica of the Bike-It Cosworth Monster Yamaha or Rockstar Moto-One KTM team bikes then MXM have got just the thing for you and they'll even customise a kit with your own race number if you're into that kind of depravity. Considering you get a full kit including customised seatcover and backgrounds for less than 150 bones that's a bloody good deal I'd say...

Price: £149
Supplier: mxm-racing.com
Contact: 01505 703685



COMMENT OF THE MONTH

"HE [MARC DE REUVER] IS A PRETTY LAIDBACK FELLOW. I SPOKE TO HIM ON THE TRACK AT THE MATCHAMS GP AT ABOUT MIDNIGHT ON THE FRIDAY NIGHT. I WAS P*SSED, HIM? I DON'T THINK HE WAS..."

Quick-witted Colin Stewart has been killing it on **dirtZone** this month and his comment about the crazy Dutchman in a thread about the upcoming Hawkstone International had us all in stitches at DBR Towers. Other golden comments to be pounded out on the 32-year-old's keyboard include 'an Irishman considers anyone who won't come around to his point of view to be hopelessly stubborn' and 'my old man had many nicknames for me while I was racing – 'lazy', 'stand up d**khead', 'slow' and 'old woman', encouraging things like that!' Keep up the good work Col and enjoy some Muc-Off, 5,000 loyalty points and a pimpin' pair of Etnies.



WIN!

CHATTER OF THE MONTH

"OFFICER JAMES STEWART BEING ARRESTED WAS ONE OF MY LOLS OF 2011 – WHAT WAS YOURS?"

Matt Furniss hits the spot with his Bubba bashing bulletin posted in our Chatter section – not that we particularly encourage Bubba bashing of course but the star of Bubba's World's blues n' twos bust certainly tickled our funny bones last year n' all. If you wanna share what LOLed you up in 2011 join the conversation, only at **dirtZone**!



WIN!

If your **dirtZone** post appears on this page you'll win a one-litre bottle of marvellous Muc-Off bike cleaner* – unless you live outside Britain in which case we'll send you some of Muc-Off's brilliant brushes and wipes instead...
*One bottle per member per month



PICTURE OF THE MONTH

One of our favourite images on www.dirtbikerider.com this month is this Sophie Whiting aka Muddy Chick aka Officer Dribble aka Oi Blondie shot of Curtis Blamey – aka that kid who's bashing the back doors outta that berm – taken in the deep sands of Dunkirk. It's a whopper!

MEMBER OF THE MONTH

A bright red hand-knitted jumper with ducks on caught our attention as we trawled through our **dirtZone** friends to find a Member of the Month this, erm, month and that jumper belongs to the one and only **David Willmott**. David's 20 years old, lives in Brighton and comes out with some corking comments on **dirtZone** that include (on the subject of the videogame Mud) 'yeah the graphics look great but it's a shame the tracks don't look like the real ones and all the riders look as if they've sh*t themselves'. He's also not averse to poking fun at Officer James Stewart either which is something that we can all enjoy. As MotM David gets a pair of Pirelli tyres, some Muc-Off and an extra 5,000 loyalty points – nice!



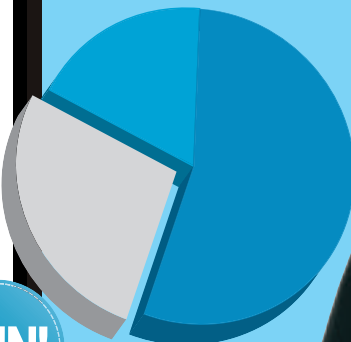
WIN!



POLL OF THE MONTH!

James Evans wants to know 'if you could be any motocross racer from any time who would it be?' The choices on offer were Stefan Everts, Danny 'Magoo' Chandler, Jeremy McGrath, Other or Ryan Villopoto. Hmmm, tricky one that but the majority of voters went for

Stefan Everts with Ryan Villopoto popping up as second favourite choice – you'd rather be balding than ginger, eh? Nobody so far wants to be McGrath or Magoo but it's not too late for you to defend their honour – just get on **dirtZone** and vote like a saucy suffragette exercising her prerogative in a private booth for the very first time. Anyhoo, for his efforts James wins some Muc-Off, a Renthal Softshell jacket and 5,000 **dirtZone** loyalty points.



- Stefan Everts
- Ryan Villopoto
- Other

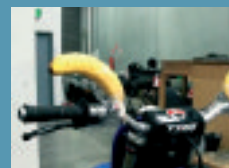


WIN!



VIDEO OF THE MONTH

WITH MORE MUSCLES (SIC) THAN MOLLY MALONE – AND JUST AS MUCH SWAGGER IN THE COCKLES DEPARTMENT – DIRTZONE MEMBER BRYAN HOPKINS LOOKS LIKE HE SPENDS MORE TIME IN THE GYMNASIUM THAN AT HIS COMPUTER BUT HE STILL FOUND TIME TO FIND THIS CORKER AND UPLOAD IT TO HIS FAVOURITE PLACE ON THE WEB. BASICALLY, THE FILM IS A FUNNY SHORT ABOUT HOW TO TURN YOUR RACE BIKE INTO AN FMX MACHINE FROM DOWN UNDER. GOOD FIND, MATE – HAVE 5,000 BONUS POINTS AND A LITRE OF THE NATION'S FAVOURITE CLEANER



SHOOT ME!

I was just wondering how I go about applying to be a model in **Dirt Bike Rider** magazine?

Megan, via email.

The best way to go about getting yourself in the magazine is to send some images and a bio to our resident photographer-type chap aka Sully. His email address is anthony.sutton@dirtbikerider.co.uk and if you send him some recent shots of yourself and some info he'll get back in touch with either a yay or a nay, mmmmkay?

BAD MOOB!

Aaaaargh DBR, what are you doing to me? I turned to page 75 of the February edition of your awesome mag to be confronted by what your website describes as some 'hot moob action'. When I saw it I swear I sicked up in my mouth a little bit – it was bad times for sure! Aside from that shocking image the mag was a very enjoyable read and much better than anything else out there so keep up the good work.

Ben, via email.

Cheers Ben, glad you enjoyed the read even if the picture of an oiled up circus bear left you feeling a little bit queasy. Stay tuned for more pics of Rob and his YZ465 in various poses and states of undress – sorry...

HAWK SAUSAGE!

The domestic MX season finally fires into life with a piquant portion of the good stuff courtesy of the Hawkstone Park International – and we'll be there cooking up a sizzling special for our next issue...



© Sutton

NEXT ISSUE ON SALE **MARCH 9**

SUBSCRIBE ONLINE AT WWW.DIRTBIKERIDER.COM – AVAILABLE AT ALL WHSMITH STORES NATIONWIDE*

DON'T MISS AN ISSUE!

RESERVE THE NEXT ISSUE OF DBR AT YOUR LOCAL NEWSAGENTS

Please reserve a copy of Dirt Bike Rider Magazine on a regular basis commencing with theissue

Title/Mr/Mrs/Ms First NameSurname

Address

PostcodeDaytime telephone number.....

* Depending on availability





2012 Pro-Tour Jersey: Black/Orange



2012 Classic Pant: Black/Orange

AVAILABLE IN **11 COLOURWAYS**

DECADE
WWW.DECADE-EUROPE.COM

DECADE EUROPE LTD - Official UK distributor of JT RACING



rider: Mike Alessi Team Moto Concepts photo: Carlos Aguirre



MAKING HISTORY. **AGAIN.**

2012 collection available now.

JT RACING USA is a registered trademark of JT Sports LLC

For all Dealer enquiries please contact us directly **w:** www.decade-europe.com **e:** info@decade-europe.com **t:** 01792-469811



MOVING UP!

AFTER THREE SEASONS WITH MVR-D IN MX2 MATISS KARRO IS MOVING UP TO MX1 AND MOVING UP THE M1 N'ALL TO BE WITH HIS NEW STR KTM TEAM IN DEEPEST LOVELY LANCASHIRE...

Words and photos by **Sutty**

Since moving to the UK at the tail end of 2008 the racing career of Matiss Karro – that summer's Junior 125cc world champ – has seen more than its fair share of ups n' downs.

However, throughout all of those difficult and sometimes testing times one thing has remained consistently consistent and that's the massive smile plastered across the Latvian's curly chops.

"That's one of the things I really like about him – he's always bloody smiling," says Karro's new boss Steve Turner. Unfortunately, the same can't be said of the STR KTM team owner – well, not right now at least. Clinging to the dashboard of the DBR van, Steve's grimacing and gurning as we speed across the North of England to a top secret testing facility ever aware that the sun's starting to set and knowing that there are a plethora of photos to shoot before darkness finally descends for the day.

And it's not only the drive that's getting Turner's blood pumping. Despite an economy that's sinking faster than the winter sun whose descent we're racing – a factor that's contributed considerably towards Steve's team losing its second title sponsor in the last six months – the allegedly retired eternal optimist has decided now is as good a time as any to go GP racing.

While Nez Parker's along for the ride once more, 2011 Maxxis bronze-medallist Martin Barr has jumped ship to LPE Kawasaki leaving one spot open on the team. But it seems that finding a British rider who wants to do a full season in the MX1 world championships – and is worthy of the place – is more or less impossible, even for a team that pays its riders a decent base salary as well as travel expenses.

Fortunately for Steve the very same tough times that are forcing him to dig deeper into his retirement fund and probably empty a mattress or two are also playing havoc with the budget of

Britain's second longest serving GP team – MVR-D. After running in the world championships since Youthstream took charge of the operation back in 2004 the Chamberlain family unit are pulling back to domestic duty in 2012 which left Matiss with a difficult decision to make – stay loyal to MVR-D and race in the Maxxis and Red Bull Pro Nationals or give GPs another shot with someone new.

"Although MVR-D gave me a pretty good offer again I wanted to stay in the GPs for at least another couple of years so I decided to sign with STR KTM and move to the MX1 class," says the 20-year-old. "The Chamberlains said they would like to help me and if they would have done GPs again then I would have stayed with them but unfortunately they aren't so I had no choice but to move elsewhere.

"My time with MVR-D was really good and I enjoyed every day with them. I stayed with the family for all those years and we had some good

KARRO KRAVES!

**THE LATVIAN'S
FAVE THINGS...**

Track: Hawkstone Park

Rider: Chad Reed,
James Stewart,
Toby Lightbown

Drink: Orange juice

Film: The Bank Job

CD: RHCP

Pizza topping: Salami,
cheese, ham, pineapple

Chocolate bar: Kinder

Celebrity: Angeline Jolie

Smell: Two-stroke

Superhero: Kick-Ass

Dinosaur: Ex girlfriend

Animal: Dog

Meal: Chinese

Cereal: Coco Pops

Cartoon: The Simpsons

*Matiss is already
looking reet at home
both up north and on
his new KTM*

fun and all that but we didn't have the best results – not the ones we wanted anyway. I had a couple of good races every year but I couldn't pull it together over a whole season.

"Last year we moved from Suzuki to Honda and I thought 'this is it, this is my year'. I had awesome international races in France and I felt good in Little Silver and Canada Heights but then I was unlucky again at the first round of the world championship where I broke my ankle and had to miss the next three months of racing.

"When I came back I didn't have that good speed you build from racing every weekend but I was getting better and better results race by race. By Duns I was feeling really good again. I like that track, I was riding well and the bike was running good but then I got unlucky again."

Luck definitely ain't the Latvian's friend and that's a fact that can easily be traced back through his career... In the '06 85cc Junior

world championship Karro was taken out in the very last bend as he lead the opening moto – the impact broke his rear sprocket and even though he wrestled with his bike for over a minute he was unable to pull it up the face of the tabletop to cross the finish line. A year later his bike seized in the air over a jump and the resulting crash broke his back. Also in 2007 Matiss was unlucky enough to get an entry for the Irish GP at Moneyglass Demesne – yes, it really was that crap (on the plus side he scored his first ever GP point in the axle-deep mud). The following year and despite riding for a Dutch team who really should know better, Matiss ran out of gas on the last lap of the Belgian GP at Lommel while running inside the top 10 – it would have been his first scoring ride that season...

The Duns incident was another case of luck leaving the Latvian high and dry. In one of the scariest looking crashes of the year Karro and

Elliott Banks-Browne came together high above one of the track's massive jumps and while EBB rode away Matiss crashed hard. "I got up and walked and everything moved so that was good but I knew that something was wrong," explains Matiss. "I said to Mark 'if it hurts tomorrow morning then I'll know it's broken'. The next day we went to the doctors and they said it was a T7 vertebra fracture and that was the end of my season."

Returning to Riga for rest and recovery and then getting the deal with STR done nice and early worked in Matiss' favour as he's been able to prepare properly for what will be his toughest test so far.

"I have always trained quite hard but I knew that I'd have to train even harder for MX1. I have been training with Kaspars Stupelis for three years now – he's a sidecarcross world champion from Latvia. For the first two years I wasn't fit enough to do what he does but now

INTRO

MATISS ON...

AN EARLY MOVE TO MX1

"I have split feelings about being in MX1 rather than MX2. I was thinking about moving to MX1 last year because I'm quite tall and bigger than some of the other guys in that class. I would have preferred to stay MX2 and I could still race in MX2 for the next few years but I told myself that if the right deal came along I would move to MX1. I'm definitely not disappointed with the deal I have."

FAMILY VALUES

"Racing for MVR-D was like a family thing with Mark as team manager, his brother Gareth – or G as I call him – my mechanic and dad as truck driver. Mark's parents were cooking and everyone was just involved with motocross. I'm quite new to Steve's team and I don't know them that well yet but it's quite similar – Steve is really into it, his wife is into it too and his son is also. Even the team mechanics Ben and Toby [Lightbown] are brothers – motocross is a real family sport."

LIVING OOP NAAARTH

"Steve gave me the keys to the team house and I moved in last week. It's a three-storey house and I live there alone which is pretty boring. I don't have internet there but a few days ago we put the TV in so there is something to do. It's actually quite good not having the internet because it means I can read a book or something else – otherwise I'd be on the internet all the time."

"I've got everything I need nearby and being on my own and bored means I can concentrate on my training more. I've got nothing to do in the evenings so I'll go to bed earlier which means I'm awake quite early in the mornings – there are plusses and minuses to all those things."

LIFE IN LATVIA

"I grew up in Riga, which is the capital of Latvia, in a small flat. When I was racing 50s my dad would always bring the bike up four flights of stairs to keep it safe inside the flat. I'm very thankful to him as he more or less sacrificed his own life to get me to the world championships. He's still at home doing his work – he works with bikes and stuff to get money – but it's bad because he doesn't have enough money to come and watch the GPs. For the first couple of years it was difficult being away from my family but now it's not so bad."



I can. We already spent two months building strength in the gym and now I'm working more on endurance – doing long distance jogs and all that. I've also been concentrating on my diet – in previous years I thought 'I'm young, it doesn't matter' but now I realise it's all really important if I'm going to be better. All the riders are so close in speed now that you need every advantage you can get."

But if every advantage you can get is so important then why line up on a bike that has a smaller engine than most of the others on the line?

"I actually think the 350 is good enough – Cairoli does well on his and, yeah, that's a factory bike but still... We've been doing lots of testing now to make our 350 better so that it's closer to the 450 on power, we have factory

WP suspension too so already we've got a really good bike and our testing schedule is far from over."

By this point the sun's really starting to sink and it's time to rush things along so I cut to the chase and ask how Matiss feels he can do in this year's British championship – something I know Steve Turner desperately wants to win.

"It's hard to tell right now because it's a new class for me and there are also new riders coming in like Stribbos and De Reuver. Okay, Brad is gone to Australia but the other British riders are always fast on British tracks too. I think it will be a good season for me though because I believe my bike is fast so I'm confident I can get good starts. It will be important to be up front from the beginning and I know my fitness will be good enough to stay there.

"The GPs will be interesting too. There are loads of riders who have won or are capable of winning races. That will make it a hard season for everyone so my goal is to finish every race, have no crashes and no injuries and be top 15 at the end of the year."

Then it's time to ride. Already dusk we shoot right through into the dark and I mean so dark that I can't actually see Matiss or his team-mate as they bash berm after berm. It's definitely not ideal but Nez is still having fun and Matiss is still bloody smiling so it's all good! And it's that willingness to get the job done no matter what the circumstances – and with smiles on their faces – that makes Matiss and the STR team winners no matter where they finish on the track. Isn't that right Steve? Steve? Steve? Oh, maybe not then...



Karro streaks to a double win at Brampton in '09

THE PERFECT DAY!

WINNING RACES AND BEATING PROTESTS...

Aside from winning the Junior 125cc world championship in 2008 one of Matiss' finest on-track moments has to be the day he smoked everyone so badly that a rival team manager protested his skinny white ass (or actually the MVR-D Suzuki he rode on). Here's how your favourite off-road read reported on it back in 2009...

"Ooooooh, controversy!" So sang pint-sized pop pixie Prince on his hit song 'Controversy' and although the controversy he was singing about was a different controversy, he could well have been singing about the controversy surrounding round three of the Maxxis British MX2 championship at Brampton in early May.

The aforementioned controversy centres around the MX2 class where MVR-D Suzuki's Latvian whipper-snapper Matiss Karro nails two commanding wins on the Cumbrian track that's tougher than a Carlisle barmaid. So commanding are his wins – the first by over four seconds from KTM UK's Jake Nicholls and the second by 10 seconds from the Reverend's team-mate Stephen Sword – that

there's a suspicion that his engine could well be, er, a little on the large side.

A protest is lodged by KTM UK, the Suzi is stripped and measured and all is found to be in order so the baby-faced Baltic Bullet gets his 50 points and – more importantly – gets to keep his trophy...

"I was happy when they protested me because it proved that I'm not a cheat and the bike was a 250," says Matiss almost three years on. "That weekend was awesome and still every now and then I think about that race. The track was good – I felt good, the bike was running good, I had good starts, I didn't crash and finished both races first.

"When I heard that they protested me I couldn't help but smile in their faces because I knew that when they opened it up they would see that everything was right. It made no difference to the team because the engine would have to be stripped down after the race anyway. When it was measured and found to be legal we got to keep the protest money and the team ate for free that night."



**FOLLOW IN THE
FOOTSTEPS OF CHAMPIONS.**

www.sidisport.com

DISTRIBUTED AND MARKETING EXCLUSIVELY IN THE UK BY FERIDAX



ANTONIO CAIROLI
MX1 WORLD CHAMPION

A relaxed Mika at the start of the 2011 world championship – a campaign that would earn him his fifth straight title

REMEMBERING MIKA

THE DEATH OF FIVE-TIME WORLD ENDURO CHAMP MIKA AHOLA IN A BARCELONA HOSPITAL IN JANUARY ROBBED THE SPORT OF A TRUE LEGEND. JONTY EDMUNDS PAYS TRIBUTE...

Words and photos by Jonty Edmunds



This isn't going to be one of my 'normal' enduro rider features. In all honesty I've spent 10 days trying to work out how best to say all the things I'd like to say about Mika Ahola – a truly great champion who I was fortunate enough to be able to call a friend...

For more years than I can remember my life has been intertwined with the international enduro scene and with the EWC paddock more of a 'family' than simply a collection of teams, riders, staff and media, Mika's death punches a painful hole right through the middle of our little community

Mika was something of a renegade – a man who did things his own way and with 100 per cent conviction. He didn't give a sh*t what people thought about his long hair, he didn't care much for adulation. Despite looking like he'd never win

an Enduro World Championship he went on to become one of the sport's most dominant riders.

Mika's time spent with three European manufacturers – TM, VOR and Husqvarna – proved fruitless. He came close on many occasions to winning a world title but always faltered at the final hurdle. Not until he threw his leg over a Honda did all the pieces of the puzzle come together.

Mika was an amazing guy. Always welcoming, engaging and honest, he – like so many enduro champions – was also genuinely normal. There was no ego at all. Mika loved competition and was just about the most athletic competitor I know. A rider respected by his rivals and admired by his fans, he mixed seriousness with humour and the ability to see things clearly in a way few other riders can.

Often Mika and his wife Marika would turn

their back on Europe at Christmas time and head to the Philippines. Mika's great passion was scuba diving and getting away for three or four weeks once the season was finally over was his way of recharging both his and Marika's batteries.

As well as scuba diving, Mika also loved rock music and fishing. In 2009 I went to his home and we headed out into the wilds for a spot of fishing. While I got eaten to death by mosquitoes Mika, in shorts and t-shirt, patiently waited beside the water. When stood with a fishing rod in his hands it was as if enduro didn't matter. While some riders struggle to switch off from their job Mika certainly didn't. Fishing, it seemed, allowed him to forget about the pressures of racing and simply do something he enjoyed.

Close but no cigar perfectly sums up Mika's pre-Honda days in the EWC. Fast on a 125cc

Mika was the world's best when it came to racing in snow



REMEMBERING MIKA

DAVID KNIGHT

"In Greece in 2005, about one hour away from clinching my first world championship, I learned that Mika was a truly great sportsman. Mika hadn't had a great year on a 500 Husky and to be fair had struggled for whatever reason. As we rode to the final test of the event, down a stream bed with some big concrete waterfalls, I was starting to get a little giddy as I knew I was within striking distance of my first title.

"For some reason I'm not quite sure of I decided I'd jump off one of the 12ft waterfalls. But unknown to me it was four feet deep with silt at the bottom! The front of my bike disappeared up to the handlebars – the thing was totally submerged. I honestly thought I was gonna have to wait until Italy the following weekend to clinch the title. 'What a tit' is all I kept thinking to myself.

*"Thankfully, that's when Mika arrived. He could have done a Cyril Despres and left me in the sh*t which would have put him on the podium. Instead he stopped, got off his bike laughing his arse off and the two of us somehow dragged my bike out. After thanking him I went on to win my first WEC title. Had he not helped me I would probably still be there!"*



Flying the flag for Finland at the start of the six days



After clinching his first world title in 2007, the following season Mika decided he was dropping down to a 250F purely for the new challenge



REMEMBERING MIKA

GEOFF WALKER

"The news of the passing of Mika Ahola left me in a state of disbelief. The concept did not work in my head. I have spent a few hours of quality time with this seemingly indestructible iron man of enduro and, indeed, life.

"When the mag sent me off to race the Las Vegas Endurocross a couple of years ago I had the great pleasure to spend track and social time with Mika. Myself and Jonty Edmunds sat for an entire night in the company of Mika at the infamous Alligator Bar in the Orleans Casino after the real racing finished and the bench racing began. It is important to think of the great and positive things in life when a tragedy like this occurs and this particular evening will stay with me forever.

"I was sat with this absolute animal of enduro who would let nothing stand in his way while racing and there was no hint of any stardom except for the fact he looked like he'd just stepped out of the local Italian fashion house with his colourful shirt, strides and crocodile shoes.

"Mika was an amazingly friendly and warm guy and the stories flowed throughout the night along with tears of laughter from myself and Jonty as Mika regaled us with tales of adventure. I'd been saying how I didn't have the trials skills needed for endurocross and he agreed, explaining how lots of Finns were riding trials to keep themselves sharp. 'Those guys are riding their trials bikes every day,' he explained. 'They are riding rocks and big sections – I tried it and I am sh't at that. So I bought a f**king jet ski!'

"My thoughts go out to Marika, Mika's family and all in the community who had the pleasure to work with the man. Rest in peace Mika."

TM and even faster on a 250cc TM, Mika's three years racing for VOR between 2001 and 2003 sealed his reputation as a big bike rider. Mika loved big power and loved his VORs. With one of the most unique and unorthodox riding styles of any rider, Mika could race around a flat corner faster than anyone. Sideways more often than not, Mika's ability to steer a bike with its rear wheel was amazing to watch.

If Mika's career could be cut in two then the pre-Honda years were typified by disappointment and near misses. But once he swung his leg over a Honda magical things started to happen...

One of the things that stands out in my mind about Mika's incredible run of five consecutive world titles is the day he announced he was going to race in the Enduro 1 class in 2008. The previous year he'd clinched the Enduro 2 world title – his first – and I thought he was mad switching to the 'boys' class. But Mika had made up his mind that he wanted a new challenge and set about getting used to a 250F. That year the

EWC started in Sweden in the snow and ice and Mika cleaned up. He went on to claim nine day wins and beat Ivan Cervantes to the E1 title.

What was so impressive about Mika's achievement was the fact that he was a big bike rider. He loved his 300cc TM, his even bigger VOR and proved himself on Honda's 450 in 2007. But downsizing wasn't a problem for Mika. Nor was the fact that Mika's bike wasn't the most powerful in its class. While many revved their 250cc four-strokes to the moon Mika rode his like a 300cc two-stroke with his accuracy and phenomenal corner speed allowing him to make up time on his rivals in seemingly all conditions.

After successfully defending his E1 title in 2009 Mika opted to return to the E2 class for 2010 which meant going head-to-head with Cervantes once again. Claiming 10 day wins, Mika made light work of his competition but in true Mika style he wasn't adverse to making the odd error. Clinching the title with an opening day win at the GP of France, Mika – one of the most

experienced riders in the paddock – made a complete mess of changing his rear tyre at the end of day one. Forced to hurriedly put the bike into the parc ferme with no mousse inside his tyre, Mika was unable to compete on day two.

In 2011 Mika set his sights on a full house of world titles by lining up in Enduro 3. Despite Honda not being able to offer a factory-built half-litre four-stroke – and not really wanting him to compete in the E3 class – Mika set about claiming title number five. With Knighter sidelined through injury Mika once again proved to be devastatingly fast and consistent, becoming a five-time consecutive EWC champion and the oldest man ever to win an EWC crown.

My last real meeting with Mika – I did speak to him at the Genoa Indoor Enduro in November – was on October 3, the day after he clinched the 2011 E3 title in France. He invited me to have lunch with him, Marika and his team manager. By the time I got to sit down they'd all but finished but Mika was in no rush.



SPIRAL GFX

FULL CUSTOM GRAPHICS

PRICES FROM £84.95



2012 TEAM KITS

PRICES FROM £84.95



NECK BRACE GRAPHICS

PRICES FROM £18.00



IPAD & IPHONE GRAPHICS



CASUAL CLOTHING

PRICES FROM £5.00



AMCA RIDERS
15% OFF
ALL PRODUCTS

WWW.SPIRALGFX.COM

CUSTOM BACKGROUNDS
VEHICLE WRAPS · TEAM KITS
SHIRT PRINTING · CLOTHING
NECK BRACE GRAPHICS
PIT WEAR · IPHONE GRAPHICS

0845 040 5912 OR 01257 237 740 / WWW.SPIRALGFX.COM / INFO@SPIRALGFX.COM

BUY ONLINE NOW!



The 2009 season brought Mika world crown #3

A MAN OF PRINCIPLE

MIKA'S ISDE STAND

It's a long time since Mika raced the ISDE. I know he raced the event in New Zealand five or so years back which might well have been the last time. Mika held very firm views on the event which didn't please some people.

As a three-time overall ISDE winner Mika knew the event better than most and certainly knew what it took to do well. Earlier in his career – before the days of indoor and extreme events and before the EWC was 'professionalised' – the six days was a bigger deal to riders than it is today. Then Mika was certainly the man and aboard TM and VOR machinery he dominated the event for a while.

But Mika never once topped the event on a Honda. As a professional rider his opinion on the six days was that "it's an amateur race". With salary and bonus money the norm for EWC duties, the six days brought little if anything in the way of financial return. And as a professional sportsman Mika simply deemed the risks associated with competing as being far greater than the reward.

His issues were more with the Finnish federation than with the event itself and Mika commented a number of times that he'd like to compete in the event again one day. Sadly, that'll never happen.

LAST WORDS

MIKA'S FINAL EMAIL

"After 21 years of Enduro competitions at the age of 37 I have come to a decision that took a lot of self-examination and soul-searching. The outcome was that I don't have anymore enough ambition to continue so I will retire from racing. I have given everything I've got for this sport and although it has taken much, it has given me back more than I could have ever imagined when I started racing.

"First I won everything in my homeland, Finland, and become the fastest snow rider in the world. Then I threw myself in the world championships riding for different Italian teams and proved myself to be fast but five times landing just one position short of a world champion's title.

"Then, against all odds I started winning world titles at the age when most talked about retiring. It has been a hell of a ride – five consecutive world titles won in all three categories and the last one won as the oldest champion of the history! With these new world records set on 2011 I feel my ambition for this sport completely satisfied.

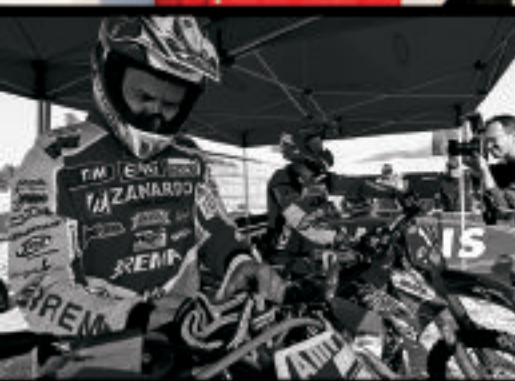
"You can add up also three overall champion's titles even though FIM hasn't recognised overall titles since 2004. I have been also the fastest rider overall at the ISDE three times and seven times I have been also a rider of Finland's winning team. My ambition for this sport has been completely satisfied and I feel like it's time for me to move on and see what else the world has to offer than racing. Finally, I want to thank all the people who have supported me throughout my racing career and all the riders I have been battling with!"



Celebrating #4 with a load of lookalikes



A big-bike specialist, title #5 came in 2011 on a 500cc thumper



We joked about the fact that Mika was the oldest ever EWC champion – something he was actually quite pleased about – and talked about the fact that he was concerned by the direction the EWC series was headed in 2012 with visits to Chile and Argentina.

Far from being a racer who cared little about the sport that he competed in, Mika cared a lot. Referencing the time when he first stepped outside of Finland and onto what was then a much more affordable world championship tour, his concern was that in becoming 'bigger and better' the EWC was actually becoming less of a feasible option for many talented youngsters.

Exactly what happened to Mika in the weeks

leading up to his death still aren't 100 per cent clear. What we do know is that he fell – not crashed – while testing with his new team in Spain around Christmas time. After that the picture's less clear. No-one had any contact with Mika from Christmas onwards. Then no sooner had 2011 become 2012 he sent out an email informing the world of his decision to retire.

I guess like many I replied to that email wishing Mika all the best for the future. Announcing his retirement always seemed strange to me – looking back I guess he knew something then that we didn't and on January 15 at 7.28pm Mika died following surgery to remove a kidney in a Barcelona hospital.

TRAIN LIKE JAKE

OVER THE LAST EIGHT WEEKS YOU'VE BUILT A SOLID LEVEL OF BASE FITNESS – NOW IT'S TIME TO START TURNING LAPS AND PUTTING THE FINISHING TOUCHES TO YOUR PRE-SEASON PREP...

Words by **Steve Potter** Photos by **Nuno Laranjeira**

Well by now you should be at a decent level of fitness if you've followed our basic training programme. If not you could well find yourselves in a whole lot of sh*t come race day!

With the first eight weeks down your base fitness is nicely built – now you should be looking to be back on a bike so Jake's programme steers him away from hard circuits. He'll be putting most of his effort in on the track from now on...

Jake's in the position of being a full-time racer but if like most of us you're pounding out the nine to five and running a family on top you can still follow a solid, structured routine during the week so you're in great shape to lay down

the laps at the weekend.

Here's a breakdown of what you could do during the week...

Day 1 – *Cycling on easy gears*

Day 2 – *Rest*

Day 3 – *Cycling, light football or an easy jog and then prep the bike for the weekend ahead*

Day 4 – *Active rest eg walking the dog or light swimming*

Day 5 – *Good food, rest and sleep*

Doing a race or practice meeting is hard on the body so easy week plans are needed to maintain the fitness level you should have built

up in the winter. Josh Coppins' advice of working hard in the winter to have an easier race season is as close to gospel as you can get.

Saying that, if you have a weekend free go back to the circuits to replace a riding session but now you need to aim to get bike fit and there's no substitute for actually riding. The new season is almost upon us and those who haven't done the work over the winter are about to be exposed!

Once we reach this point it's time for me to say goodbye to Jake – the gym is my turf, the track is Jake's territory. So for the final part of our three-month guide to pre-season fitness I'm going to leave it to The Reverend to talk you through weeks nine to 12...





TIME TO RIDE

JAKE'S SCHEDULE...

"After your eight-week training course you need to start thinking about getting back on the bike. Obviously, a lot depends on how many times you can go riding but let's say you can manage two days a week.

"To start off with I would go to a local track that you know is not too demanding and ease back into it gently. Don't time your sessions, just do as much as you fancy and really just enjoy it. It's always strange getting back on the bike after a while off and it can sometimes not be that much fun for the first few sessions. As long as you get the feeling back that's all that matters.

"If you've done the full eight-week course, built your base fitness level and then followed Steve's mid-week advice then by the next weekend you should be feeling pretty good. Now it's worth structuring your riding a bit more.

"I would try and do a good warm-up of 10 minutes or more, then do a hard 15-minute session, have a break then do it again, break then again. This should bring a little bit of intensity back but also it's good time on the bike. If you're doing a Saturday and a Sunday or even just a Sunday it's worth going easy on yourself on a Monday. Spinning will help to loosen you off for the rest of the week but try not to do more than an hour. Be smart – if you're planning to ride a full weekend try and have a steady Friday with no exercise and no boozing.

"For the third week do the same as the weekend before but add another 15-minute moto on the end so you will be doing a warm-up and four 15-minute motos. It may not sound a lot to some people but this is a tough schedule if you push yourself while out on the track so no daydreaming – work hard.

"It's important on these days to have a good breakfast – no fry-ups or stuff like that. At worst scrambled eggs but best is a big bowl of porridge or muesli with little or no milk, just yoghurt and fruit. And prepare light snacks for between motos. You don't want to be hogging out on a big sandwich, just light and healthy snacks to keep you ticking through the day.

"The fourth week schedule depends on what your aim is and how long your races are but I would do a decent warm-up of 20 to 25 minutes. Remember, warm-ups don't want to be too hard – just find your feet and your rhythm. Then I'd do three 20-minute motos and it's important to try and do the first two as best as you can – push hard but minimise the mistakes. For the last one go by how you feel – if you're knackered use your brain and don't push too hard."

TOUGH STUFF!

**JARVIS ON TOP AS THE TOUGH ONE – THE UK'S #1
STAND-ALONE EXTREME ENDURO – HAS A HARDCORE
HOME-COMING AT NANTMAWR QUARRY...**

Words by Sean Lawless Photos by Sully



Defending Expert champ Gary Jenkins loses his title to Jack Lee



Steamy scenes in the dreaded Boulder Dash

Two bulls – one young, one old – are stood at the top of a hill looking down on a field full of cows. “Let’s run down there and shag a cow,” says the young bull excitedly. “No,” says the older bull sagely, “let’s walk down and shag them all...”

Okay, so as jokes go it’s a bit of a golden mouldie but there’s some pretty profound philosophy bound up in it n’all – with age comes experience, older and wiser, y’know, that sort of stuff! And at this year’s The Tough One extreme enduro it’s definitely a case of age before beauty with Graham Jarvis running out winner ahead of Wayne Braybrook and Ben Hemmingway.

Fair enough, aged 36, 41 and 34 respectively, none of them could be classed as ancient but they’re certainly knocking on a bit. Luckily, as well as being super-talented and hugely-experienced they are all also fighting fit. In fact, their bovine counterparts probably could run down the hill and spread their love among a full herd. Anyway, moving swiftly on...

For the eighth edition of Steve Ireland’s

annual carnival of carnage The Tough One’s back at its traditional Nantmawr Quarry base after last year’s excursion to Back Cowm. And all the better it is for the return journey. The natural amphitheatre – as T1 star commentator Jack Burnicle would no doubt describe it – lends itself perfectly to the dramatic nature of the event with the main classes forced to take route one from the top of the towering walls to the quarry bottom by way of two scarily-steep descents.

Treacherous log piles, the infamous boulder dash section, jumbo tyres and a new ‘It’s a Knockout’ hazard where riders have to fight their way through life-sized dummies hanging from scaffolding are all there to make life miserable for the competitors. And for the first time for few years the race ends in the dark adding an extra evil element to an already challenging event with the Pro and Expert riders forced to tackle their final few laps – and by this time most are already breathing out of their backsides – illuminated by headlights and helmet lights. There are floodlights but these are restricted to just the quarry floor.





Alex Owen gets a helping hand – or two – from the over-worked marshals

Back in the light of the day the race starts with riders sprinting uphill to their bikes and it's trials ace Alexz Wigg who gets to his Gas Gas in the lead but fleet-footed Grimbo needs less than half-a-lap to hit the front and from there he – literally – motors off into the sunset. The Flite Husaberg rider's opening lap of 8:56 is almost a minute better than young gun Danny McCanney's 9:48 and he's still dropping the hammer the second time around with a 9:35 easily better than the next-best time set by Paul Bolton with a 10:57.

"I was about third off the actual start and then pulled to the front which meant I got a clear run on those first few laps which is quite important," reckons Graham.

What's also quite important is keeping your bike in one piece and when first McCanney and then Bolts – Grimbo's main two challengers over the opening couple of laps – both exit early with smashed clutch casings what was already a sizeable advantage is extended further.

"I've just smashed my clutch cover and lost all

my oil so the dream's over," grimaces a gutted Bolts halfway up the road that snakes around the back of the quarry. "The track was hard work – a lot slipperier than last year at Back Cown, there's no traction here at all. The clay once it gets onto the rocks is just horrible and there's no grip on limestone anyway."

With previous winners David Knight and Taddy Blazusiak not competing and rising extreme star Jonny Walker sitting it out with a big dose of flu, defending champ Jarvis is clearly the class of the field and as long as he keeps on keepin' on the win's his for the taking. But the battle for the remaining podium spots is fierce with Ben, his brother Dan, Wiggy and Braybrook all looking threatening.

Any realistic chance Wiggy has of getting on the box ends in a big, undignified heap at the bottom of a hill when he falls victim to the rapidly failing light. He gets going again but is forced to pit for repairs to the Gasser which drops him down the order.

"The lap before I got a bit of a wobble on >>



When the going gets tough the tough get off and push – Gary Daniels demonstrates

Portuguese trials champ Joao Riberio has a great result on the AJP



Steve Ireland – like butter wouldn't melt...

STEVE SAYS...

A BIT FROM THE BOSS

"It's been a fantastic day back at Nantmawr Quarry, the home of UK extreme enduro. The downhill was scary, the dark was fantastic, our team's been brilliant, the riders have been brilliant, Grimbo's been amazing!

"To finish it in the dark requires another step up in determination and commitment to not give in. The fear factor's huge and they're all brave but the dark's definitely a key ingredient at The Tough One.

"The Tough One is bigger than the names that ride it now and I'm very proud of that. So the event's missed nobody. The crowd was heaving, everyone's enjoyed it and we've had a quality top three on the podium. I can't ask for anymore than that."

Austrian pro rider Lars Enoch!





Wayne Braybrook uses brains and brawn to make sure of yet another podium finish



THE TOWN 2012



Dan Hemmingway – he's the slower one out of the two trials riding brothers

EXTREME EXPERIENCE!

WILY WAYNE'S PODIUM PLEASER...

At the grand old age of 41 Wayne Braybrook is eligible to race the Veteran class. But the multi-time Scott Trial winner is still super-competitive in the Pro division and he underlines this fact with second behind Jarvis to maintain his incredible record of finishing on the podium of every T1 he's started.

"I have to use my noggin a little bit – it's no good me going in with all guns blazing, I don't do riding for a living but if I can keep it neat and teach the young lads some manners then that's always good," says a battered Braybrook who finishes the event with blood pouring from a gash above his eye after using his noggin again, this time to stop some roost.

"My aim was to get on the podium and realistically I knew I could do it, it's just a case of making sure you do. I struggled with the logs for the first two or three laps and in the end I just hit them as hard as I could in third gear, shutting the throttle and going on the over-run which worked best. But they were just so slippery, you didn't get a second bite at it if you got them wrong."

It's Wayne's competitive debut on the new Sherco four-stroke and he adapts to the bike more and more the longer the race goes on.

"I've done a bit of riding on the bike but I've certainly not ridden over anything like those logs on it until now so I'm sort of learning about the bike all the time and from Sherco's point of view that's what we're doing, we're here to collect data and get them back on the map."

A previous winner of the Italian Hell's Gate extreme enduro that also finishes in the dark, Wayne knows all about the importance of getting his light set-up right. And also that when night falls you don't need to pin it to win it.

"My light set-up is very, very good – I've got the best you can buy – but even then you have to be on your guard, you can't afford to go barreling into things because you only need the steering to twitch once and the light goes in the wrong direction. The hill up the back was really, really hard – there was no light on it at all and you didn't see it until you hit it but thankfully I got it to the top every time.

"It's awesome isn't it? It doesn't get much better. I'm over the moon. Graham's ahead of the game, he's doing it full-time and winning everything so from my point of view I was never going to upset the apple cart and beat him unless he had a problem and that was out of my control."



Darkness adds a whole new dimension to what's already a super-hard event

NEW!

Spare parts available on stand. Bring your braces for a service or refurb.

GET YOUR CTi® BRACES AT THE DIRT BIKE SHOW

Professional fitting and **huge discounts**
on Custom and OTS versions



CTi

Total support bracing system
for all knee ligament injuries

www.ctikneebraces.co.uk 08450 098 098



Life Without Limitations

coming down it and managed to ride it out but the next time down where it was a bit soft at the bottom I lost the front and it stopped me dead and pitched me," explains Alexz. "I've got a bit of a shiner coming on from that and it cost me a fair bit of time to fix the damage to the bike but I thoroughly enjoyed the race.

"I'm a bit disappointed with the result but the crash had a lot to do with that – we probably used up 20 minutes trying to fix it. And the seat came off on the first lap as well although that's not so bad for us trials riders – we're used to standing up."

Heading into the closing stages there's a possibility of a Hemmingway double on the podium but Braybrook, making his debut on the all-new Sherco 3.0i-FR, keeps banging in fast and consistent laps and clawing back the brothers. Dan's first to be reeled in and then in the closing stages Ben has a nightmare few laps and Wayne makes the pass.

"I got stuck on one part just after the fuel check when Wayne got passed me so I followed

him and that lap was horrendous – I think I fell off on every hill," says Ben. "I was like a schoolboy but I settled myself down and got back into a rhythm again. It was strange with the lights – you've got no perception of speed. But I've done nothing silly, just been quite steady all day."

So after two-and-a-half hours of non-stop suffering it's Jarvis who comes home first having lapped everyone at least once in the process. It's an utterly dominant performance but Grimbo remains as modest and understated as always.

"It was a completely different race to last year – some of the hills were a lot harder than I thought they'd be, especially when it got dark when you couldn't see if anyone was in your way," says Graham. "Coming down as well was getting real slippery and it was a case of hanging on for grim death in some places.

"I enjoyed myself today and that's what it's about, you've got to enjoy it – even if there's a bit of pain involved!"

While Jarvis is clearing off to win the Pro >>



Scott Austin makes light work of the tyres



Chris Curtis feels the strain



Jack Lee wins the Expert class



Veteran winner Kieran Hankin

© Nuno Laranjeira

Grant Hacking tackles the fearsome descent to the quarry floor



It's an early bath for Bolts

SPANKIN' HANKIN!

"IT'S HARDER THAN ERZBERG..."

Placing the new Sherco 3.0i-FR on top of the podium in the Veteran class, 41-year-old Kieran Hankin retains his title. But, admits the trials rider and recent convert to road racing, it's been anything but easy this time around.

"That was hard. It's always hard here. When it was at Rochdale last year it was a fair bit easier. It's relentless here – you don't get a breather. You come out of one thing and you're straight into another and it's slippery, slimy, you're having lots of big dabs when you're not expecting them.

"But I enjoyed it. I'd be riding around for nothing in the other race so it's nice to be able to fight for the win. You have to keep going here and it's just you and your bike so it's hard but at Erzberg there are harder bits but you get a fair bit of help. And there are that many people doing it, getting stuck, that you get lots of rests – unless you're at the front. But for me, I found today a lot harder."



#65819
**SAVE
20%**

**Troy Lee Designs GP Air
Jersey - Team 2012**

rrp:£49.99 **NOW:£39.99**

#65826
**SAVE
10%**

**Troy Lee Designs GP Air
Pants - Medusa 2012**

rrp:£132.99 **NOW:£119.99**



**NEW
2012
RANGE**



#65821
**SAVE
20%**

**Troy Lee Designs GP Air
Jersey - Medusa 2012**

rrp:£49.99 **NOW:£39.99**



#33470
**SAVE
20%**

Spy Optic Targa Mini Goggles

rrp:£29.99 **NOW :£23.99**

Troy Lee Designs



#57983
**SAVE
50%**

No Fear Prime II Evo

rrp:£79.99 **FROM:£40.00**



#73959

**Thor Quadrant
Rockstar Helmet 2012**

CRC: £119.99



#38431
**SAVE
30%**

Alpinestars Tech 10 MX Boots

rrp:£399.99 **NOW:£280.00**



#59855
**SAVE
10%**

Fox Racing Tech MTB Jersey 2011

rrp:£39.99 **NOW:£35.99**



#59832

**Fox Racing 180
Race Pants 2011**

CRC: £79.99



#60806

**Fox Racing Titan
Sport Jacket 2011**

CRC: £99.99

UK's NO.1
most
visited
Cycling
Website



FREE DELIVERY TO UK, IRELAND, FRANCE AND GERMANY

Secure Online Shopping - Award Winning Service - The World's Largest Online Bikestore
All prices are correct at time of print, however prices are subject to change. We cannot accept liability for genuine mistakes.

WWW.CHAINREACTIONMX.COM Join our community - Follow us on



RESULTS

PRO

1	Graham Jarvis	Husaberg	14 laps
2	Wayne Braybrook	Sherco	13
3	Ben Hemmingway	KTM	13
4	Dan Hemmingway	KTM	12
5	Melcior Faja	KTM	11
6	Alexz Wigg	Gas Gas	11
7	Lars Enockl	KTM	11
8	Jesus Zavala	KTM	9
9	Joao Riberio	AJP	8
10	Carsten Stranghoner	Gas Gas	8

EXPERT

1	Jack Lee	Gas Gas	11 laps
2	Mark Jackson	KTM	11
3	Gary Jenkins	KTM	10
4	Scott Austin	KTM	10
5	Luke Copestake	KTM	10
6	Aled Price	KTM	9
7	Tom Healey	KTM	9
8	Oliver Hart	KTM	9
9	Alex Owen	KTM	9
10	Grant Hacking	KTM	8

CLUBMAN

1	David Dudley	KTM	10 laps
2	Jane Daniels	KTM	9
3	Chris Garlick	KTM	9
4	Gareth Berezensky	Gas Gas	9
5	Danny Thomas	KTM	9

VETERAN

1	Kieran Hankin	Sherco	10 laps
2	Craig Parkes	KTM	10
3	Jason Crossland	Gas Gas	10
4	Gary Benniman	KTM	9
5	Mark Crellin	Husqvarna	9

Grimbo celebrates with something wet splashed up his back!



THE TOUGH ONE



Trials ace Alexz Wigg's in the hunt for a podium until a late crash costs him time

division, Jack Lee's winning the Expert class from another seasoned campaigner, Eurotek KTM's Mark Jackson. After the disappointment of crashing out of the lead of December's Wild and Woolly, the Gasser pilot avoids back-markers and picks his lines carefully to improve a couple of positions on his third-placed finish last year.

"That was tough but to be fair I reckon I could do another few laps and keep the same pace," reckons Jack. The main problem is going up the big hills – if you haven't got the lights to shine far enough in front of you then you can't see and are near enough hitting them blind.

"You've got to slow down without a doubt when it gets dark. On the big downhill back into the quarry floor you think you're going slow and then all of a sudden the back wheel kicks up so you've got no back brake on. When you hit the berm at the bottom you've got to be ready to lean back and get the throttle on so you keep going forward."

Graham Jarvis is in a class of his own to retain the T1 title





MOTOX
THE NO 1 MOTO

**MOTOX
SPAIN.COM**

**SICK OF BRITISH WEATHER AND IN
DESPERATE NEED OF PRE SEASON
TRAINING FOR THE 2012 RACE
CALENDAR?**

**JOIN US HERE AT MOTOXSPAIN IN
THE YEAR LONG SUMMER CLIMATE
FOR GOOD TIMES AND HIGH REVS
WITH LIKE MINDED RIDERS.**

**FOR FURTHER INFORMATION ON
ALL OF OUR GREAT SERVICES
VISIT:**

**MOTOX
SPAIN.COM**



Imported into the UK
exclusively by Revo MX

ASSISTED DRIVE
'THE SMART TERM FOR TRACTION'

Replacement performance ECU's for fuel injected dirt bikes, from £408 including VAT.



MOTOX SPAIN

MOTOCROSS STORE

SALES@MOTOXSPAIN.COM

PAUL BLAKE: 0034 650 231 505

GREG ROWBOTTOM: 0034 671 377 257



Included in the various services & products MotoXSpain offers is a 4 Star Hotel located in Totana, Murcia in Southern Spain; not only is the resort surrounded by 30 tracks within a 2 hour radius, it hosts its own variety of tracks including: Motocross, Supercross, Super Enduro, BMX & RC Tracks as well as many other facilities to accommodate all of your needs whether your inclination is towards serious pre-season training or simply relaxing round the pool, MotoXSpain's, Los Balcones is the perfect home from home for serious riders.

Our on site Motocross Shop can supply you with your oils, tyres, chains, sprockets - anything & everything the bike and rider may need from the Top UK Brands, as we are the sole distributors found in Spain.

SERVICES AVAILABLE

- Motocross Shop
- Secure Bike Garages
- Cleaning Bays
- On Site Mechanics
- GPS Cycling Routes
- Pre-Order Parts & Tyres Service
- Camping Facilities Available
- On Site Restaurant & BBQ's
- Translation Services
- and much, much more!

WE ARE THE MAIN IMPORTERS TO SPAIN FOR:

RISK RACING

RAPTOR TITANIUM

ROCK OIL

EXS BRAND

PRO-CARBON RACING

SM Pro PLATINUM



designed by:

jonnbloomer.com

designprintwebsocial

GET RACING PARTS

Passion for performance

• TEL: +44 (0)1327 301901 • WEB: WWW.REVOMX.CO.UK

REVO TECHNIK LTD, 37 LANCHESTER WAY, DAVENTRY, NORTHAMPTONSHIRE NN11 8PH

revo
technik

AMAZING MUDDY FRENCH
250 GP WIN WITH
USELESS CLUTCH AT
CHATEAU DU LOIRE IN
1983



JUST JOBE!

IN THE OPENING INSTALMENT OF A TWO-PART SPECIAL ON THE LEGENDARY BELGIAN RACER, JACK TAKES A LOOK AT THE EARLY ACHIEVEMENTS OF THE MAN WHO WOULD GO ON TO WIN FIVE WORLD TITLES...

Words and photos by Jack Burnicle

Swiss star Arnaud Tonus enjoyed his most successful season in 2011. The quiet 20-year-old from Geneva – British MX2 champion and fifth in the world – achieved the best results anyone from the land of synchronicity has ever done. For although Switzerland traditionally hosted outstanding MXGPs at magnificent venues like Payerne, Wohlen and Roggenburg, home riders have rarely shone on the world stage.

Solid mid-pack grand prix performers formed the backbone of grand prix racing and Switzerland contributed its fair share. Among their number was Arnaud's dad Jean-Charles 'Charlie' Tonus, who became a close friend of five-time world champion Georges Jobe during the late eighties. His best GP rides were invariably at home rounds where, in 1987, he finished top 10 at Roggenburg's 500 season finale on a KTM. He also scored at the famous Carlvist beer-stop Belgian GP at Namur in 1988, those two points putting him level in the 500cc championship table with Jeffrey Herlings' dad Peter!

Charlie moved on, with Jobe, to Hondas before

suffering a massive career-ending crash during practice for the 1991 French 500GP at Castlenau de Levis. Georges, chasing the championship, was inconsolable that weekend. So perhaps it's hardly surprising that Tonus junior was taken under the wing of such an illustrious family friend and Arnaud actually spent three years living with Jobe at his Belgian family home in Retinne.

Georges had himself enjoyed a privileged upbringing as an aspiring young motocrosser. Born in Retinne on January 6 1961, he was initiated early into the sport through the exploits of brother Claude, 10 years his senior. Claude campaigned a Montesa in 250GPs and Georges travelled abroad with him during school holidays. The boy began riding himself at the tender age of 10 on an Italjet, then crossed the border into Holland to avoid a Belgian Federation ruling forbidding kids to race under the age of 16!

Offered terms to play professional football at 15, Georges refused because his parents didn't want him leaving home so young! He returned to win the Belgian 250 Junior championship on a Montesa and finished second to Neil Hudson in the under-21 Coupe de l'Avenir. Already he was friendly with Belgian world champions Gaston Rahier and Roger De Coster.

"I learned a lot from Rahier," recalls Jobe. "He was so small, he could not put his feet down, so he must ride tidily, always on the same line. He and De Coster were the most technical riders – so neat. I always rode that way as it was also the easiest! I could learn everything from them. Then when I was 16 De Coster started to train every week at our local track in Retinne. We talked a lot and when I turned 17 he brought me into the Suzuki team."

Georges promptly repaid Roger's faith by winning the Belgian 250 nationals at his first attempt and in 1979, after being refused an entry to the grand prix opener in Spain, he scored at every subsequent round to finish seventh in the series. In 1980, as De Coster moved on to Honda, Georges remained with his family-run Suzuki outfit comprising the scary, scowling Claude as mechanic and their aging, amiable father as timekeeper!

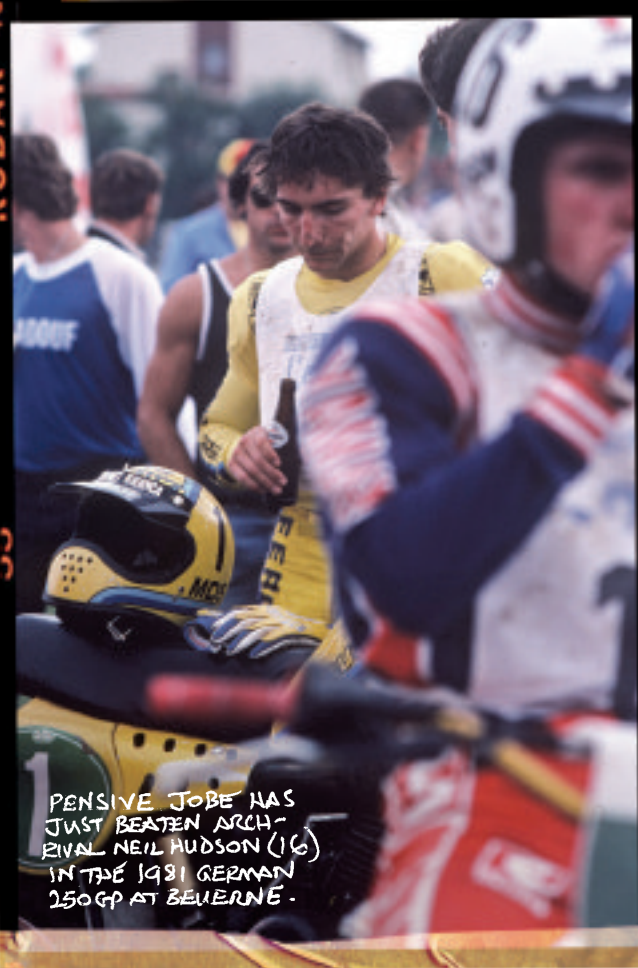
With reigning champion Carlvist gone and vice-champion Hudson sidelined by injury, the stylish Jobe took full advantage. At a wet and sticky Marche en Famenne – just 30 minutes up the road from home – Jobe won his first grand prix, doing the double and wrestling a title lead he would never lose. He triumphed again at Hawkstone Park and in the French GP at Brou where, in almost unimaginable conditions, only two other riders managed to finish both motos as Jobe's drive and determination won the day!

He wrapped up the championship by finishing second to his Suzuki US team-mate Kent Howerton at Unadilla to become, at 19, the youngest ever 250 titleholder. 'Gorgeous' Georges then topped off a fine season by leading



was armed with his mum's Kodak Brownie camera. After art college he mixed life as a graphic designer, magazine art director, photographer and part-time art college tutor with motocross and photo-journalism. Now he's a commentator, painting pictures with words. He never did get a proper job...

JACK BURNICLE is the godfather (our words, not his) of British MX journalism. Born in Billingham, County Durham, to Bella and nutty (his words, not ours) musical genius Stan Burnicle, Jack was mad about cars and motor racing as a kid. At sweet 16 he got a motorbike, rode it to a local 'scramble' and was instantly, hopelessly hooked. Next time he went he



PENSIVE JOBE HAS JUST BEATEN ARCH-RIVAL NEIL HUDSON (16) IN THE 1981 GERMAN 250GP AT BEVERNE.

DESCRIPTION SIGNALEMENT

Beaver	Titulaire	★Wife	Femme
Occupation	GRAPHIC DESIGNER		
Place of birth	BILLINGHAM		
Date of birth	9/1/47		
Country of residence	ENGLAND		

Usual signature of beaver
Signature du titulaire

Usual signature of wife
Signature de sa femme

(S.373715)

Ultra
CELL™



Asterisk
DECADES AHEAD



Does your knee brace adjust to a custom fit?

Scan the link to
find out more



DISTRIBUTED IN THE UK & IRELAND BY
MADISON.CO

Belgium to the Trophee and Motocross des Nations double at Maggiora in northern Italy and Farleigh Castle, where he proved his prowess on a 500.

But 1981 didn't go as well. A series of sizzling duels with Yamaha-mounted Hudson enlivened the series. They pulverised the opposition with Georges victorious in Spain, Italy, Czechoslovakia, Switzerland and Germany and Nellie edging the verdict in Austria and Bulgaria. But then Georges, 53 points to the good, got injured and missed the trip to Unadilla where Hudson became the first European victor. He returned for the Russian round but after being beaten by Nellie in the first moto fell and dislocated an elbow. Hudson duly did the double and in a final, intense Dutch GP at Apeldoorn Georges – heavily strapped and scarcely able to ride – saw Neil steal his crown by two points!

Like all true champions Jobe attacked again in 1982, this time taking on Hudson's successor at Yamaha, Californian Danny LaPorte. And again it went down to the wire! Georges couldn't start training until February after knee and elbow surgery yet set the early pace, winning in Switzerland and Belgium. But a heavy crash while leading at Holice in Czecho fractured his right elbow. He rode in Italy and aggravated the injury. Now broken, the elbow had to be pinned with plastic and Georges could only look on as LaPorte won the French round and reduced his title lead. It was just a week to his favourite track, Hawkstone Park.



JOBE + SCARY BIG BROTHER CLAUDE SCAN THE OPPOSITION AT THE 1983 GERMAN 250GP

IMMACULATE JT-CARD JOBE DOMINATED THE 1983 250GP SEASON IN STYLE



FIGHTING 4th IN THE 1982 ITALIAN 250GP AT MAGGIORA, BROKEN RIGHT ELBOW PINNED + STRAPPED!

A fighting fourth in race one, he joined the 'downhill club' when, struggling to hold on, he crashed on rock at the top of that treacherous descent. Danny the Door won, beat Jobe again in Holland three weeks later and also, with help from a couple of Yamaha US riders, outpointed the Belgian at Unadilla.

Level pegging in Finland, the duo arrived at Vimmerby for Sweden's final round with LaPorte 15 points to the good. Runner-up to American visitor Donnie Hansen in race one, Jobe reduced the gap to 11 but a second race, first lap pile-up left him dead last.

Typically, Georges electrified the crowd, howling through the field and almost catching second-placed LaPorte as they crossed the line. He'd taken 30 seconds out of race winner Hansen in the final 15 minutes. The following afternoon Georges and Danny arrived at Stockholm airport together looking distinctly second-hand having shared a skinful on Sunday night in mutual celebration and sorrow! The stage was set for a rematch in 1983...

Again Jobe, immaculately clad in yellow JT gear, jumped into an early lead with three resounding victories in Spain, France – once

more in atrocious conditions at Chateau du Loire – and the Netherlands before losing a tiebreaker to local hotshot Dimitar Rangelov in Bulgaria. LaPorte finally drew blood at Beuerne in Germany before Georges lost another tiebreaker – this time to Kees van der Ven at Hawkstone Park after puncturing a rear tyre in race two. Second to Kees again in Canada, Jobe virtually wrapped up the series with a rostrum finish back at Unadilla, upstate New York. It was an emphatic season.

"I'd learned a lot at Suzuki," he explains. "All their contracted riders had to go to Japan and test their own bikes every year. I had so many things to try that I was completely lost at first. But we had experienced riders like De Coster and Brad Lackey and a good manager in Sylvain Geboers. I learned a lot from Suzuki. I liked making the bike right, for me!"

But Kawasaki supremo Alec Wright had witnessed first-hand Jobe's second place finish on a flat tyre at Hawkstone Park and been hugely impressed. Jobe's glittering 250GP career – two world titles and 15 grand prix wins in four seasons – was about to close. Team Green had fresh plans in store...

Testing TMs and Educating Ed – that's what our trip to Italy was all about when the UK importers invited us to sample their bikes and show us around the factory where the blue machines are created.

My first lesson was that there are two 3.30s in a day – not just the usual one when the kids finish school! I peeled my eyes open and went in search of my alarm clock – hidden far enough away to force me out of bed to turn the noisy blighter off – and then I was up and on my travels, thinking excitedly about riding all the TMs.

The guys at TM UK had decided that we might get a better understanding of the small Italian manufacturer's philosophy – plus get the chance to eat our weight in pizza and pasta – if we were to have a tour of the factory and meet up with the owner before testing the bikes.

TM have been making bikes since 1976 and have enjoyed plenty of success along the way, most recently winning the world supermoto championships in 2009 and 2010. The owner, Gastone Serafini, was excited and had a twinkle in his eye when he was explaining his goals for the 2012 MX season. "We want to be inside the top 10 at GP," he told us. "We are only a small factory competing with the bigger factories and to beat as many of the big factory riders as we can is great."

Gastone's enthusiasm is infectious. The guys at the factory are passionate about building race bikes and love getting their machines onto the startline – up to 20 members of staff who work in the factory go missing in the summer months to carry out their duties at the racetrack!

From the outside the factory is

hardly a show-stopper and it's hard to believe around 6,000 go-cart engines and 1,200 bikes are produced and wheeled out of here every year. When you go inside, past the six or so offices into the manufacturing area, it's like being in a really old garage with that lovely smell of wooden worktops with all sorts of engine, gearbox and other types of oil soaked into them.

As soon as you step into the work area you're met with shelves full of neatly placed engines and pallets of completed four-stroke cylinderheads. A little further and you have small square blocks of aluminium stacked next to a crate of half-machined pistons next to a crate of cast crankcases, clutch covers, water pump covers...

It's amazing to see all the different parts of the chassis and engine going through the process of being produced from either blocks of aluminium or rough castings, being machined and then put together as complete units.

There was, however, one thing that totally blew me away. These bikes – every one – are completely hand-built. The attention to detail is amazing. Every crankcase is matched, every four-stroke cylinderhead is flowed to perfection, every port in a two-stroke cylinder is the same height. These motors are built, from a tuning point of view, flawlessly (unless, perhaps, it's POETS day – P*ss Off Early Tomorrow's Saturday – or the guy with the Dremel has fallen out with his missus!).

The next day we were off to the track, high up in the hills near Rimini. Hardpack with a bit of loose dirt on the top, rough and littered with mega jumps, it was perfectly suited to the job in hand. With all the bikes lined up ready to take to the circuit I thought it best to get out on the 450F so I could get >>



SPECIFICATIONS

TM 125MX

Capacity: 123.5cc

Bore and stroke: 54mm x 54.5mm

Transmission: Five-speed

Fuel tank capacity: 8.7 litres

Front suspension: Marzocchi 50mm

Rear suspension: TM Racing

Front brake: 270mm disc

Rear brake: 245mm disc

Price: £5695



The 125 brings out Ed's inner hooligan and it'll put a smile on all stroker fans' chops



EDUCATING ED!

HE'S THE FORMER 500cc GP RIDER WHO RUNS ONE OF THE UK'S MOST SUCCESSFUL TRAINING FACILITIES SO YOU'D HAVE THOUGHT ED BRADLEY WOULD BE BANG UP TO SPEED ON ALL THINGS MX. WELL THERE WERE A FEW SURPRISES IN STORE FOR EVEN OUR CHIEF TEST RIDER ON A TRIP TO THE TM FACTORY IN ITALY...

Words by Ed Bradley Photos by Suttty

MX Range

85MX
125MX
144MX
250MX
250Fi 4t MX
450Fi 4t MX
530 4t MX
300MX to motocross range



2011 RANGE

Factory Parts
Factory Performance
Factory Feeling

It's Not An Option
...It's Standard



Enduro Range

125EN
144EN
250EN
300EN
250Fi 4t EN (electric start)
450Fi 4t EN (electric start)
530 4t EN (electric start)



Supermotard Range

SMR:
125/250/300
250F/450F/530F

Black Dream:
125/250/300
250F/450F/530F

SMX Competition:
450Fi/530F

For 2012 prices, model information or to purchase your 2012 TM Racing machine contact your TM Dealer TODAY

www.tmunonline.net Tel: 01249715523



The 450 feels super-stable and very fast but the rear end needs time to bed in



SPECIFICATIONS

TM450FI 4T MX

Capacity: 449.2cc
Bore and stroke: 95mm x 63.4mm
Transmission: Five-speed
Fuel tank capacity: 8.2 litres
Front suspension: Marzocchi 50mm
Rear suspension: TM Racing
Front brake: 270mm disc
Rear brake: 245mm disc
Price: £7095

used to the track on the type of bike that I feel most comfortable on. However, before I explain how I got to grips with each bike let me tell you about the things that make the TMs trick.

All the bikes use the same components. Of course, the engines are different and the shock is mounted slightly differently in the two-stroke frame compared to the four-stroke frame but, essentially, everything else is the same!

Starting at the front you've got an oversized Braking disc with Brembo stoppers and steel braided hose. The forks have big 50mm Marzocchi legs held tight by aluminium machined clamps made in the factory with Reikon bars and a smooth hydraulic clutch. Michelin tyres hug the blue anodised Excel rims front and back. The back brake again has a Braking disc, steel braided hose and Brembo stoppers.

The rear linkage suspension works with TM's newly manufactured shock that is as trick as you can get with a ribbed/finned reservoir body for extra sensation, sorry, cooling and a sturdy 18mm rod just like you would find on other full-factory units. In the middle is the twin spar aluminium frame for the engine to sit in. So across the range the rolling chassis is without doubt as trick as a factory bike – and the motors are pretty trick too.

The 450 motor is fuel injected, fed into the

flowed head at a steep angle of 76 degrees. This is TM's optimal angle for the flow of fuel into a four-stroke motor. It looks a little strange seeing the throttle body sitting high above the head ready for the fuel to just glide through the super flowed head. It's the same angle for the 250F which this year sees a change to a fuel injected system and, just like the 450, the head is flowed and the crankcases are all matched by the guy with the Dremel.

Both two-stroke motors are case reed induction motors with the 125 getting a newly-fitted electronic power valve for smooth power delivery from the little ripper! Again the guy with the Dremel has worked his magic, cleaning and measuring the shape and heights of the ports. Every motor is hand-built and tuned and the workmanship is fantastic...

Weirdly, each bike feels exactly the same to sit on – the position of the handlebars, seat height, footpegs, everything. I found myself having to either look at the engine or the stickers on the bike to find out which was which.

They are lovely bikes to sit on, slim and quite tall with a rock hard seat! I pulled onto the track and felt comfortable on the bike straight away, even though the seat is rock hard. By the way, the seat is rock hard – have I mentioned that yet?



NEW COLLECTION 2012



7012

MOSAIC

MULTICOLOR

RINGS



6012

MOSAIC

MULTICOLOR

RINGS



3090

DOLLARS

GREY

MULTICOLOR

BLACK

3091

WHITE



RACE PASSION
WWW.PROGRIP.IT





So onto the track on the 450. A tight right followed by a tight left, slot the bike into the small rut and the first thing you notice on the exit of the corners is that this bike has strong bottom-end power. Just a little tickle of the throttle and she's picking up quicker than Sully can press the button on his camera! A few more turns and I'm at the bottom of one of the hills, around a 180 degree turn and hanging on for dear life as this missile hauls me up the hill – wow, this thing is fast!

The bottom to mid-range power is awesome. The top-end I can't say so much about as I hardly used it. To be totally honest by the time I'd finished with the mid-range I was ready for braking. In the couple of places where I did rev the bike out the top-end is strong although it signs off fairly early with no over-rev to just get you that little bit further before you have to start braking for the corner. You really need to hook the extra gear.

When I first went out the rear tyre had something like 60psi in it and it was bucking like a bronco as it bounced off the gnarly, square-edged bumps littered around the circuit. After letting some air out the rear end tracked a

lot better and I imagine that when the shock has been bedded in the bike will absorb the bumps even better and put the power to the ground easier.

Plummeting down the steep hills with nice big braking bumps greeting me on the way down, I initially grimaced and held tight as I waited for the hard hit of the front wheel smashing into them and sending me skywards, rendering my brakes useless. But I got a huge surprise. No matter what I hit, no matter how fast I hit it, the forks just absorbed the impact and rode over the bumps with ease. It was actually a pleasure to hit braking bumps.

The 50mm forks give a more rigid front end and a positive feel. Point the front wheel where you want it to go and it goes there directly without any flex or pushing before it turns, just direct movement which means you can relax a little more in the turns as the bike continues to feel stable through the full corner.

I really enjoyed riding this bike. The back end is a little too hard – that would be sorted with a few more hours under its belt – but it's stable and the front end is great on big bumps and offers really good feedback to >>

The 250 stroker is a blast – which is pretty much what 250 strokers are all about...

STROKERS WILD!

ED FEELS THE PRE-MIX LOVE

After having a blast on the four-bangers it was time to ride the two-strokes. I had heard the 250 ripping around the circuit and it sounded awesome – crisp, responsive and strong. It's been a long time since I've raced 250s and I was excited to get on the TM and get reacquainted with a two-stroker.

Again, when you sit on the bike it feels tall and slim and it's got a really hard seat! It feels just like the four-strokes, even when riding! The forks make the front end feel great and the back end rides the bumps well and in a straight line. It's fun to jump and the power is immense!

This motor is unreal – as you turn the throttle hang on because it isn't going to stop pulling until you're hitting the top-end. It's smooth for accelerating around the flat, hardpack turns, picks up quickly into the mid-range and moves effortlessly into the top-end. The top-end stops quite abruptly which is totally okay because there is no need to ride the bike in that part of the power range anyway! For those of you who enjoy racing 250 two-strokes this bike is going to put a smile on your face.

The last bike I rode was the 125 and – once again – sitting on the bike it felt exactly the same as the others. Slim, tall and, yep, with a really hard seat which gives you a really good riding position. It is also noticeable that there is only a little engine underneath the fuel tank – it almost feels like something is missing.

The bike feels light and nimble as with all 125s and it's easy to scrub on jumps and hit the lines you want, time and time again. Like the 250F the 125's suspension was a little softer on the back end compared to its bigger brother which made for a smoother, easier ride and the front end, again, was just as direct and offered great feedback as with all the bikes I had ridden.

When I first started riding the 125 the jetting was too rich off the bottom and from zero wouldn't pick up at all so after some fettling from the boys in blue it was back on the track to find out what the motor was really like. And? Safe to say, just like its big brother this thing shifts and sounds lovely.

Around the track there was just enough bottom-end to get you into a very powerful mid-range and a really strong top-end. And like the 250 it signs off very quickly with not a sausage of power left to give once you hit the rev limiter!



SPECIFICATIONS

TM 250MX

Capacity: 249cc
Bore and stroke: 66.4mm x 72mm
Transmission: Five-speed
Fuel tank capacity: 8.7 litres
Front suspension: Marzocchi 50mm
Rear suspension: TM Racing
Front brake: 270mm disc
Rear brake: 245mm disc
Price: £5995





missionmx



T.01568 615642
www.missionmx.co.uk



FOX 360 ENTERPRISE



FOX 360 FLIGHT



FOX 360 FUTURE



360 COVERT



FOX 360 ROCKSTAR



FOX GOOGLES



FOX 180 UNDERTOW



FOX 180 RACE



FOX 180 ROCKSTAR



FOX HELMETS

Race Cruisers with A Difference

AB

Race Cruisers

Style & comfort at an affordable price

FREE **Robin SUBARU** GENERATOR WITH EVERY RACE CRUISER ORDERED BEFORE MARCH



FOR SALE

THIS MONTH'S SPECIAL OFFER

£18,995

'07 Mercedes Sprinter



Personal van conversion from £5,995

Complete van & conversion from £19,995

price based on using low mileage, new shape VW Crafter or Mercedes Sprinter

We also offer

Custom upholstery, lighting and sound systems

Full or part conversions on your own vehicle

MORE VEHICLES IN STOCK, CALL FOR MORE INFO...

Contact: Jonathan 07540 518420 or Dave 07747 467131

email: abrc@live.co.uk



Find us on Facebook

Keep it in the mid-range
and the 250F hauls



Attention to detail in the
factory is amazing with
everything hand-built



SPECIFICATIONS

TM250FI 4T MX

Capacity: 249.5cc

Bore and stroke: 77mm x 53.6mm

Transmission: Five-speed

Fuel tank capacity: 8.2 litres

Front suspension: Marzocchi 50mm

Rear suspension: TM Racing

Front brake: 270mm disc

Rear brake: 245mm disc

Price: £6995

the rider. The bottom-end was a little rich which meant I stalled the motor a couple of times in really slow turns and then it was a pig to start until I was shown the correct procedure to fire it up and then it was no problem. And the motor is awesome with really strong low to mid-range power.

The handling characteristics of the 250F are just the same as the 450 only the bike feels lighter. The back end sat a little lower making it easier over the bumps and through the turns but it was still hard enough to take the impact of landings off the big jumps. The brakes are super-sharp and powerful – as they are on the 450 (even though for some reason the rear brake faded on the 450 at one point – probably from

trying to stop the damn thing). On the 250F with the bike being lighter the brakes are even better of course.

The power of the 250F took a while to get used to. To start off I was thrashing the nuts off it and while it would rev high there seemed to be not so much power there so I changed tactics and started using the mid-range – all of a sudden the motor became as strong as Geoff Capes! It pulled like a tractor. The trick was to exit turns without using the top-end and keeping off the bottom-end. The bottom-end seemed a little too much like an old diesel engine – it was slow to pick up but when it did and hit the mighty mid-range the bike took off. Get the hang of using the mid-range in the turns and hook your

gears early on the straights and you are sat on a bike worth hanging onto.

It's definitely a fun bike to ride that handles really well, stops quickly and using the power in the mid-range rips.

The more eagle-eyed among you – and just about everyone else for that matter – will notice there's a common theme that runs through this test (if you haven't already, read the bit about the two-strokes). All the bikes feel the same to sit on – roomy, slim and with a hard seat. The front end on all the bikes also feels the same – direct, stable and give great feedback. The forks work amazingly, the shocks – although a little stiff – track well which gives the chassis a slightly rigid feel. And all the engines are fast as f*ck!

HEAD MASTERS!

SUTTY – NO STRANGER TO CONCUSSIONS – TAKES A TRIP AROUND THE ARAI INSPIRATION CENTRE IN HOLLAND...

Words and photos by Sully

Premium racing products often come at a premium price which can make them slightly off-putting to the cash-strapped racer who's juggling a mortgage, utility bills, ever increasing fuel costs, a ball-breaking missus and his motocross habit n' all. That's why many of us racers on a budget that's far from bottomless choose to run more affordable products like Polisport plastics instead of Acerbis or a DEP exhaust rather than a titanium n' carbon Akrapovic.

And that's all fine because a little trade-off in performance over price isn't really gonna hurt all that much. The same probably can't be said about safety products though. Skimp on a pair of boots and you're increasing the chances of a lower-leg injury, choose not to protect your knees properly and you might have to learn to love limping but fail to protect your head sufficiently and you might not have to worry about anything at all because you'll be dead, or worse.

I know that's an extreme statement to make but I also believe it to be true. Trust me, there's nothing cool about head injuries and as someone who's had a few – I've been knocked out on numerous occasions to the point where I've been unable to talk properly afterwards, suffered with blinding headaches and now have diminished memory – I think that I know what I'm on about...

What I do remember is that every single one of my concussions has come while wearing what I'd call a high quality helmet – not a totally top-end item like an Arai, Bell or Shoei but not a £40 skid-lid either. Obviously, I can't say for certain that I'd have been injured any less or worse if the helmet I had been wearing had been any higher or lower spec – just like I can't say that wearing knee-braces has stopped me from folding my leg in half to the point where I'd have planted my toes in my tessies – but after spending some time at the Arai Inspiration Centre in Holland I do feel more armed to form an opinion. >>



*It takes around 19 hours
to make an Arai helmet - that's
a serious investment in your
cranial health...*

HAWKSTONE INTERNATIONAL MOTOCROSS

TICKETS

Only available to buy on
the gate: £20 per adult,
Under 14's Free
Camping £20 per pitch
- motorhome/tent/caravan
Free onsite parking

FIRST RACE 12.00PM

Sunday February 26th

www.hawkstonemx.co.uk



Entry Forms and regulations are now available for ACU Expert Licence holders, so please contact Gary Ford on ford542@btinternet.com or 07966 367456
Trade Stand Enquiries - info@rhactivities.com or 01873 840640 Press Enquiries - carly.rathmell@btinternet.com

From the outside the AIC doesn't look like all that much but inside it's an Aladdin's cave of used n' abused Arai pro racer product that's mounted on the walls high above calibrated test equipment capable of accurately measuring the effectiveness of any helmet. While some helmet companies might not want to show you this testing, or the results, Arai have nothing to fear because all of their helmets – including the off-road specific VX-3 – far surpass all safety standards.

To achieve these high standards each and every Arai product is hand-built by a team of highly-skilled individuals. It takes around 19 hours to create an Arai helmet from start to finish with the 300-strong team of workers carrying out numerous quality control checks on each individual helmet along the way. If at any stage the helmet is out of specification it'll either be reworked so it fits within the stringent criteria or just totally scrapped – that way there's no chance of anything less than perfect leaving the factory.

And that's always been the way ever since Hirotake Arai started making helmets. A keen rider himself, Hirotake created Japan's first

fibreglass motorcycle helmet by modifying a builder's brain-bucket into something more suitable for a man speeding along on two wheels. His very first commercially-produced helmets were released under the HA – Hirotake Arai – brand but that was changed as the company tried to break into the American market. Rather than market a product with a name that sounded like laughter, the management team chose to run with the name Arai instead and a new logo was drawn up by a design student for the measly sum of \$50.

That very same bargain logo is still used today and now represents a brand renowned for quality products albeit at a premium price. And yeah, they do cost a bit – the lowest priced plain white VX-3 retails for £379 – but when you consider that it took a team of skilled craftspeople 19 hours to make out of the finest materials around and is possibly the most protective thing you could ever put on your dirt-ridin' head then it's a small price to pay, yes?

Okay, so at this point I imagine that the argumentative feckers among you are now thinking 'but I can get a brand name helmet for less than that that's equally as protective, after

all it's got the ACU gold stamp and everything' because that's the very same argument I'd make whether I actually believed it or not – I'm just that kind of guy.

And this is where things get cloudy because according to the 2012 ACU Handbook...

'Helmets bearing any one of the undermentioned "standard" marks could be approved by the ACU if deemed to conform with certain additional criteria considered necessary for helmets used in motorcycle sport. Helmets so approved will carry the ACU transfer in gold or silver.'

*British Standards Institution BS 6658-A
British Standards Institution BS 6658-B
UN ECE Regulation 22 ECE 22-05
Snell Memorial Foundation Snell (individual approval only) M2005 or M2010
European Community ECE 22-04.'*

In my mind this passage raises more questions than it answers particularly what is this additional criteria and why is it a secret? It also makes me wonder if that £30 scooter >>>



*Inside the Arai Inspiration Centre
– the helmets all come from
famous former owners who've
crashed in them*





GHOSTBIKES.COM

SHOP GHOSTBIKES.COM FOR ALL YOUR OFFROAD GEAR

HELMETS, GLOVES, BOOTS, ARMOUR, KITS & CASUAL WEAR
GHOSTBIKES.COM HAS IT ALL... WELL WORTH A VISIT!!!

NO.1 MOTORCYCLE CLOTHING & ACCESSORY STORE

01772 792 600

WHY GHOSTBIKES?

- * SPEND \$25 FOR FAST FREE P&P
- * SAME DAY DESPATCH (ORDER BY 3PM)
- * BEST PRICE PROMISE
- * BUY ONLINE, INSTORE OR BY PHONE
- * OPEN 7 DAYS A WEEK
- * SUPERB CUSTOMER SERVICE
- * MULTIPLE PAYMENT METHODS
- * ALL TOP BRANDS UNDER 1 ROOF
- * HUGE CHOICE
- * AMAZING DEALS ALL YEAR ROUND

EXCLUSIVE DISCOUNT CODE

EXCLUSIVE CODE

5% OFF CODE "DIRT120"
AT GHOSTBIKES.COM

NO MINIMUM SPEND!!!

SOME BRANDS WE STOCK...



OPENING TIMES...

MON-SAT: 9AM - 6PM
SUN: 11AM - 5PM

COME & VISIT US...

UNIT 5,
DEEPALE MILL ST
PRESTON
PR1 5BY

JUST 5 MINS FROM JUNCTION
31 ON THE M6



SCAN QR CODE WITH
YOUR SMARTPHONE TO
VISIT GHOSTBIKES.COM

HELMETS

BOOTS

GLOVES

JERSEYS

PANTS

FULL KITS

ARMOUR

GOGGLES

CASUAL

RECOMMENDATIONS FROM THE GHOSTBIKES TEAM

FLY RACING 2012 F-16

JERSEYS NOW £23.99

661 FENIX GRID MX HELMET

SAVE A MASSIVE 72% NOW £79.99

BIKETEK MX LIFT STAND

NOW £32.99

NOT JUST FOR BIKERS

OUR CASUAL RANGE

ONEAL BLUR B2 GOGGLES

NOW ONLY £49.99

ONEAL MADASS JACKET

SAVE OVER £60 NOW £109.95

TCX DUNE MX BOOTS

A STEAL AT £99.95 SAVE 33%

ONEAL JUMP GLOVES

NOW £24.99





**Spike testing
monitors penetration**



Measuring flex



helmet from Lidl – the one that is ECE 22-05 approved – would gain approval from the ACU for motocross use? In theory since it carries the ECE 22-05 stamp it should be eligible to get the gold ACU sticker too provided its two-inch peak/sun shield doesn't shatter in the event of an accident.

That's obviously an extreme example and I don't expect to start seeing a heap of cash-strapped racers thrashing round their local tracks wearing Lidl lids but helmets that are not too dissimilar in construction but look like higher-end examples are in circulation and they're fully gold-stamped up n'all.

While I was at the AIC an ECE 22-05 approved polycarbonate children's 'motocross' helmet was put to the test and the results were actually quite shocking. In accordance with ECE 22-05 standard testing procedure the helmet – with a headform inside – was dropped onto a flat anvil from a height of 2.85 metres. When the

helmet hit the anvil it was free falling at just less than 20 miles per hour. The effectiveness of the helmet against the impact is then measured in two ways – a Head Injury Criterion value is calculated as is the amount of acceleration inside the headform. To pass the test the HIC must not exceed 2400 and the max acceleration should not be more than 275 G.

To simplify things we'll leave the HIC alone as the mathematics and equations involved to calculate it are giving me a headache already and the number at the end of it all is actually not that helpful either. But Gs are much more easily understood and can be measured on the Abbreviated Injury Scale (AIS). The AIS is measured in six steps – 1 is Minor while 6 is Unsurvivable – and in terms of head injury is measured in increments of 50 G – 1 being 100 G or less while 6 is 300 G or more. In between the two extremes you have Moderate, Serious, Severe and Critical levels of injury.

Bearing in mind that to be ECE 22-05 approved this helmet should have delivered a score of 275 G or less the reading was actually off the scale on the AIC equipment which tops out at 300 G. In the same test a high quality helmet like an Arai VX-3 will give results in the region of 180 G which is still serious on the AIS – a totally unprotected headform will give a reading of around 330 G.

So what should we take from all of this? Arai and their UK off-road importer Apico (www.apico.co.uk) would love me to tell you to rush out and buy an Arai but we all know that it's not that simple. As well as Arai, Apico import and distribute more economically priced helmets aware that not everyone can afford to invest so heavily in one item of safety equipment. But I would say it's a good idea to buy the best helmet you can afford and if that means sacrificing some bling or a second set of kit to upgrade your headwear to the next level then so be it.



REAR ADMIRABLE!

WITH A LITTLE HELP FROM HIS FRIENDS – ACTUALLY, A WHOLE HEAP OF HELP FROM NEAL AT PROACTION UK – ROB'S CONFIDENT THE 465'S BACK END WILL BE BETTER THAN NEW...

Words by **Rob Bayman** Photo by **Andrew Walch**

I asked my pal Neal Blatherwick from ProAction UK if he was interested in working with me to resurrect PS3 and without hesitation he came onboard.

Neal has done numerous suspension projects with me and each has surpassed my expectations. I thought rather than submit my own scribbles this month I would invite Neal to offer his own slant on PS3 and here's what he had to say...

“ I was excited to be invited to work on PS3 and get the chance to add my own unique twist on bringing it back from the dead and tuning it to handle better. Rob's ballet dancer frame became a recurring nightmare and I contemplated welding the suspension up solid and sending him on his way. That would be the easy option.

Rob obviously lied when he told me his fighting weight was around 15 stone and the picture in last month's DBR proved just what a liar he is – probably at least two stones of lies if such a scale exists. But previous work with Rob has always been fun as well as brilliantly constructive – he has a talent for explaining exactly what is going on beneath him when he rides

and knows what's needed to overcome each area of a suspension's flawed function.

Not the fastest rider, he's certainly sensitive to a bike's performance and knowing I could design and build a configuration from his feedback it was a natural assumption that we could improve on the standard system. With today's technology and suspension fluids combined with years of experience, the old bike and Rob could enjoy a new lease of life.

This new task with Rob and DBR would mean tearing the suspension components down naked and modifying obsolete internals to get rid of the bike's inherent poor handling. I benefit from the experience of having worked on several sets of YZ465 suspension over the years and knew it's easier to get into a supermodel's knickers than to break into a 465 shock – although I hold out more hope with the shock.

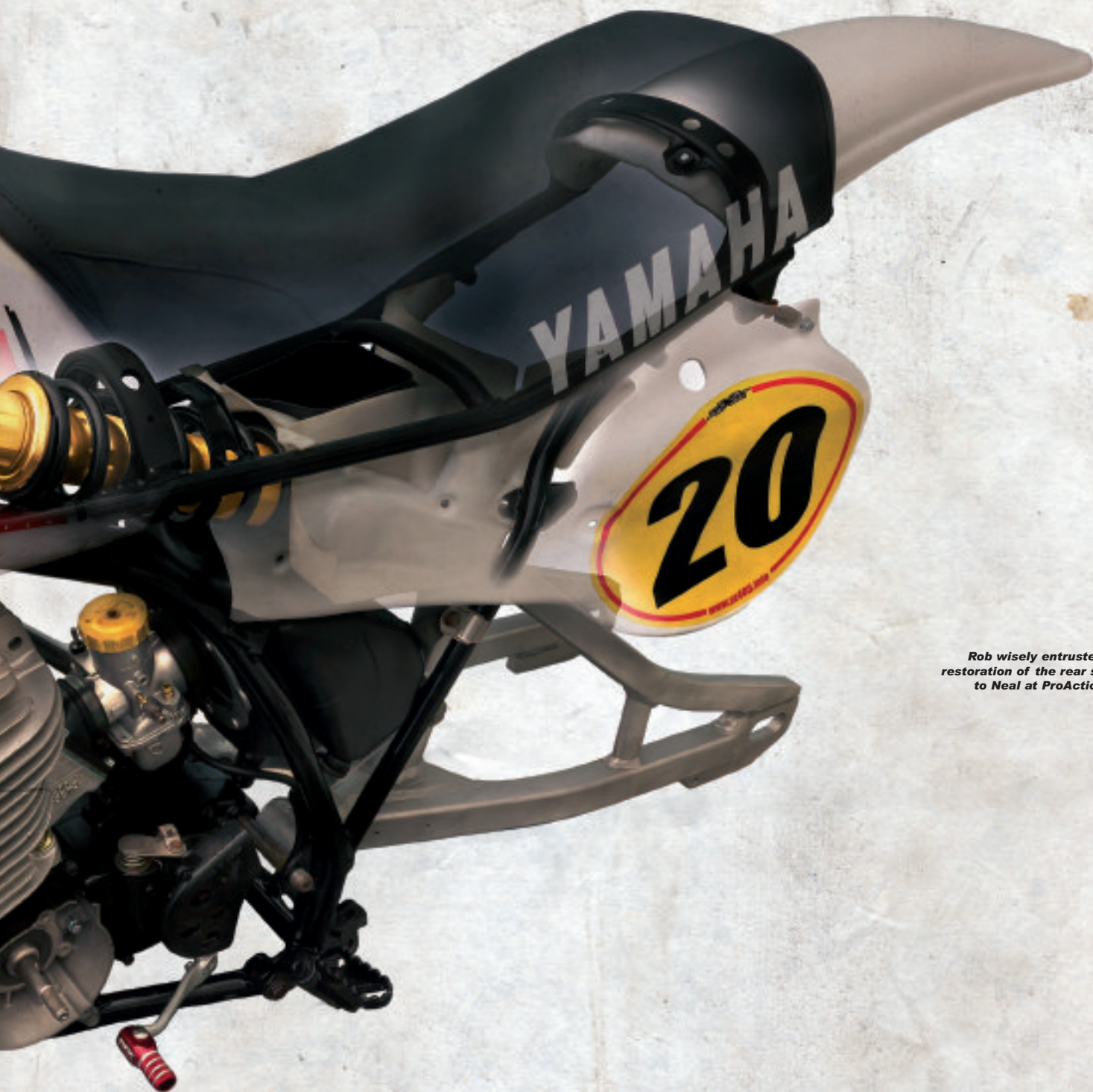
After removing the spring and releasing the old nitrogen it was necessary to remove the complete bottom shock eye. The old style shock seal – sandwiched between two circular plates and clips while under compression – is far from easy and was the lingering dread in my mind. The 15-ton heavy brigade

were called in to compress the seal head down with barely enough room to remove the top clip which releases the old seal assembly. It was immediately obvious the shock had not been serviced for years as the old burnt-out oil stunk like something from Satan's arse and several windows were hastily opened to release that ungodly odour!

But once the shock absorber had been exorcised it was relatively easy to strip the shock to its component parts to give the internals a thorough cleaning and see just what we had.

On rebuilding, the problematic old style seal head was replaced with a modern alternative – now to be held in with a single top clip – so future stripping would be eased without having to remove the bottom shock eye. As anticipated with 30-year-old suspension, problems were encountered – one being the rebound adjuster pin had seized solid giving the illusion the shocker was adjusting but not actually doing anything.

The alloy rod running up the hollow shock shaft where it should pressure a needle valve was simply buckling within its housing. This was a problem back in the day of the 465 and time had been no great healer.



Rob wisely entrusted the restoration of the rear shock to Neal at ProAction UK

The needle point should open a small hole when the adjuster is wound out, allowing oil to bypass the piston and valve shims to speed up rebound. If more rebound damping is required the adjuster is wound in and the oil bypass is gradually closed off. We had the fully closed situation regardless of the clicker position.

It was a delicate job to strip the shaft and clean and grease the rod to recover the adjustment facility. It's a remarkably advanced system for its age – the alloy rod actually expands as the shock absorber heats up, gradually reducing the oil bypass. Those who have felt their shocker after riding will appreciate just how hot the system gets during long or intense riding periods.

The expanding rod results in increased oil flow through the shims which then increases the damping effect and combats shock fade. It would be interesting to know if this was a built-in design feature or just a massively inherent benefit. Modern, fully synthetic suspension fluids reduce 'fade' considerably but this technology was not available with older oils and this is 30-year-old technology in all its glory.

Internally, all of the old shims were replaced to control the oil flow and therefore the shock damping.

The combination of the shims' thickness, diameter and the order in which they are stacked together are arranged to suit the weight, height and ability of the rider. Now I know Rob's around the six-foot mark but his ability remains under question as along with his weight he also lies about his speed. Fortunately, I am aware of his pace and make certain corrections to his claims.

This is where the term revalving comes from and is different for each rider. Done correctly, revalving the suspension makes a dramatic difference to how any bike handles. This is the humbling point where I must praise Rob – he does know what he wants and has more than half-an-idea of how to get it. So along with my translation of Rob's feedback we will get the best from his suspension.

The shock spring was sacked out having fatigued over its years and 465 springs are no longer common – even giants like Eibach have stopped manufacturing them. But Kamar Motorsports came up trumps with a shiny new progressive shock spring of the correct rate – for a 15-stone rider anyway – so our thanks extend to them.

The progressive spring has a soft feel in the first

part of the stroke to absorb energy-sapping stutter bumps with the rate of the spring increasing throughout its compression making it stiffer for the bigger holes and heavier landings. Variations of duel springs exist but why have two when one will give you the same. Now combined with a totally new valve configuration in the shock absorber and the new spring we should be onto a winner..."

”

Although back together and complete, the suspension is untested as the bike remains incomplete for now but the 1981 bike can produce modern handling characteristics. Only the first test rides will reveal if we've got it right first time or need to do more work but our modifications have certainly made it a lesser task. When the test rides are complete to our satisfaction, ProAction will make the identical specification available to other 465 owners.

I'm preparing some information on the front forks for next month but until then a big thanks to Neal at ProAction UK and also to Kamar Motorsport (01420 23325) for producing the goods with the spring.

FREE 2012 CA

2012 CALENDAR



Professional Motocross Equipment

TMX DIRTRIKE

www.tmx.co.uk www.dirtbikerider.com

12 ISSUES FOR £30

**THAT'S
4 FREE
ISSUES**



dirtbikerider.com

USE MOBILE QR CODE READER

CALENDAR

ALL FOR
**ONLY
£30**

SUBSCRIBE AND GET AN EXCLUSIVE 2012 CALENDAR!

FOR JUST £30 YOU WILL GET:

- 12 MONTHS OF YOUR FAVOURITE DIRT BIKE MAGAZINE
- AN EXCLUSIVE 2012 CALENDAR
- 33% OFF THE COVER PRICE PLUS FREE DELIVERY
- ACCESS TO DBR ONLINE A WEEK BEFORE IT GOES ON SALE

dirtZone

☒ **YES! I would like to subscribe and claim 33% off the cover price and get FREE 2012 Calendar!** (Please complete in BLOCK CAPITALS)

Title: First Name: Surname:

Address:

Postcode: Email:

Daytime tel: Mobile number: Date of Birth:

PAYMENT OPTION (1): DIRECT DEBIT (only available at £2.50 per month)

(UK bank accounts only- Instruction to your Bank or Building Society to pay Direct Debits)

Account Name(s):

Account number:

Branch sort code:

Name and Address of Bank:

Address:

Postcode:



Originator's Identification Number

8 3 8 0 4 9

Please pay Johnston Publishing Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Johnston Publishing and if so, details will be passed electronically to my bank/building society.

Bank and Building Societies may not accept Direct Debit instructions for some types of account.

PAYMENT OPTION (2): BY CHEQUE OR CREDIT/DEBIT CARD

I would like to subscribe for: ☐ 12 issues – £30 (save 33%) and get FREE 2012 Calendar

☐ 6 issues – £19.50 ☐ 3 issues – £9.75

A) I enclose a cheque made out to **Dirt Bike Rider** for £..... (GB pounds)

B) ☐ Visa ☐ Visa Debit ☐ Mastercard ☐ Maestro

Card number:

Valid from: Expiry date:

Security number: (last three digits on the strip at the back of the card)

Issue number: (Maestro only)

Please complete and send this from to: **OFF-ROAD SUBSCRIPTIONS DEPARTMENT,
DIRT BIKE RIDER, FREEPOST LA1 051, VICTORIA STREET, MORECAMBE LA4 4BR**

Signature(s): Date:

Dirt Bike Rider and Johnston Publishing are constantly running great offers. If you are not interested in receiving details of them by email, post, phone, sms or fax please tick here. ☐

If you are not interested in receiving details of offers run by our business partners please tick here. ☐ For your information – for quality and training purposes we may monitor communications

SUBSCRIBE ONLINE

dirtbikerider.com/go/subs/dbr

CALL

01524 834066

Offer only available to UK 12 month subscriptions, while stocks last. Please allow 5 working day for delivery.



Woman's Lube Technology



RACEFX
OFF-ROAD DISTRIBUTION

WWW.RACEFX.COM
0845 450 1448



JGR YAMAHA

The biggest change with the JGR Yamaha over Officer James Stewart's 2011 factory bike is in the girth – the JGR Yam is super-slim with a custom-made aluminium fuel tank, one-off rad shrouds and thinner radiators.

Engine mods are all done in-house at JGR with the motor set up to hit hard. A modified airbox and FMF exhaust with FMF 4.1 silencer help the motor breathe. GET's dual-map GPA

ECU is fitted with the GPA adjuster mounted to the throttle-side bar mount.

Suspension is super-stiff 51mm factory Showa forks with a JRI shock at the rear while the wheels are Kite hubs laced to DID rims with Pirelli tyres fitted. Sprockets are Renthal as are the handlebars which are 996 bend with half-waffle, medium compound grips. The bars are mounted to JGR-engineered clamps with X-Trig elastomer-dampened bar mounts.



MADE IN ENGLAND #1

Raptor titanium footpegs are all the rage with the AMA support teams who can't get their hands on – or can't afford – the factory-built jobbies. Currently used by the GEICO Honda, Hart and Huntington Kawasaki, L&M Jeff Ward Racing Kawasaki, Star Valli Yamaha and Rockstar Suzuki as well as on the Factory KTM bikes, these pegs are manufactured near Burnley in the north west of England.

TRICK STAND

If you own a late-model Honda CRF250 you've probably given up trying to get it to sit nicely on a stool stand by now or you've bolted down a bit of timber to the upper rear edge. Well, the style-conscious Troy Lee and GEICO Honda teams have got a better solution – stands with slanting upper surfaces. This sorts out the balance issue and also allows spilled fluids to drain off too!

SX TOYS!

WITH THE NEW AMA SUPERCROSS SERIES KICKING OFF WE FIGURED NOW'S THE TIME TO TAKE A TOUR OF THE PITS TO HUNT OUT ALL THE TRICKEST BITS...

Photos by **FRANK HOPPEN**



X-TRIG CLAMPS

It used to be that the Euro teams desperately wanted what the Yanks were running but now it seems it's the other way round with the best aftermarket parts coming from the old world – think German X-Trig triple clamps and Italian GET ignition systems and Moto-Tassinari air boots. Add in British-built bits from Cosworth, Renthal, Raptor, Talon and SFS and there's a definite swing in the trend.



MADE IN ENGLAND #2

Although they're branded as Pro Circuit parts over in the States, the coolant hoses found on the PC, Troy Lee and Two Two Motorsports machines are actually made by SFS Performance in Bedfordshire. SFS Performance use only premium grade silicone rubber so unlike a certain French doctor's silicone fun-sacks these ain't gonna burst at an inopportune moment.



APP ATTACK

Two Two Motorsports lead mechanic Lars Lindstrom likes to use a spirit level app on his iPhone to ensure that Chad Reed's brake and clutch levers are always set exactly to the correct height. While you don't need to be a factory mechanic to try this at home you will need an iPhone. We gave it a try at DBR Towers and it works just fine – we're sooo factory...



MADE IN ENGLAND #3

Bit of a no-brainer this one but the chains, sprockets and bars fitted to the factory Kawasaki, Honda and KTM teams as well as JGR Yamaha, Pro Circuit Kawasaki, H+H Kawasaki and Troy Lee Honda team bikes – plus more privateers than you can shake your stick at – are all built in Bredbury courtesy of the good old boys at Renthal, one of the winningest brands in motocross history...



CUSTOM CARBON

Star Valli and JGR Yamaha's team techs go all out to protect the coolant hoses on their 450s by customising Light Speed sump guards. Star Valli couldn't protect their rider from landing on Trey Canard at round three though. With a broken jaw and several cracked ribs and vertebrae Ryan Morais' return isn't imminent although he is expected to make a full recovery.



MADE IN ENGLAND #4

The sleepy town of Yeovil in Somerset is about as far removed from the US SX scene as a place on earth can be but that doesn't stop Talon Engineering from supplying some of the leading privateer teams with hubs and sprockets. Talon products are currently being used by the H+H, L&M Jeff Ward Racing and MotoSport Kawasaki teams. Why only green teams? I ain't a clue...



MOTO-TASSINARI

With all the teams looking for an edge the tuneable Air4orce range of intake systems from Moto-Tassinari is proving popular. These boots basically have interchangeable insides which are known as velocity stacks. These help with throttle response but also increase bottom and mid-range power (if the longer velocity stack is fitted) or give additional mid to top power (if the shorter velocity stack is installed).



MADE IN ENGLAND #5

Cosworth's a name that's synonymous with racing albeit better known in rallying and F1 circles than off-road motorcycling. However, since Steve Dixon hooked up with the Northamptonshire engineers that's all changed. The first Stateside team to run Cosworth engine parts is Star Valli Yamaha who've noticed a huge performance gain and whose bikes are well-known holeshotters in the Lites division.



YOSHIMURA

A concept we first saw here in the UK on a Scarov silencer fitted to Alan Keet's Pro-Seal KTM back in 2009, this dual-exit Yoshimura RS-4D silencer is fitted to Martin Davalos' Rockstar Suzuki. Made from the finest grade titanium and carbon it's obviously much lighter than stock and gives the Suzuki a healthy hit of power but the #1 concern for the US teams has been noise as the standards are much tighter this year.

THE WORLD'S MOST EXTREME FREESTYLE MOTOCROSS SHOW COMES TO THE UK!

CONFIRMED RIDER LINE UP!

BILKO WILLIAMS (AUS) / DEREK BURLEW (USA) / EDGAR TORRONTERAS (ESP)
/ CHRIS BIRCH (UK) / ALASTAIR SAYER (SA) / ANDREU LACONDEGUY (ESP)
/ ROB ADELBERG (AUS) / JOSTEIN STENBERG (NOR) / JON GUETTER (USA) /
TOMAS BARTA (CZ) / SAM REYNOLDS (UK) / BIENVENIDO AGUADO (ESP)

TICKETS ON SALE NOW

WEMBLEY ARENA, LONDON 0844 815 0815
WED 14 MARCH 2012 www.wembleyarena.co.uk
MANCHESTER ARENA 0844 847 8000
FRI 16 MARCH 2012 www.mcr-arena.com
CITYWEST, DUBLIN 0818 719 300
23 - 25 MARCH 2012 www.ticketmaster.ie



TMX **DIRTBIKE** *ticketmaster*®

WHEELER PRODUCTIONS PRESENTS



mastersofdirt.com

MASTERS OF DIRT

FUELLED BY

MONSTER
ENERGY

TICKETS FROM £32.50 / €39. BUY ONLINE 24HRS. GB: WWW.TICKETMASTER.CO.UK/MASTERSOFDIRT IRL: WWW.TICKETMASTER.IE/MASTERSOFDIRT
GROUPS 10+ Bookings: UK: 0844 844 2121 OR WWW.TICKETMASTER.CO.UK/GROUPS. GROUPS 10+ IRL: 01 648 6029



STEPS





MASTERS OF MAYHEM!

**HOW DOES AN EVENING OF MENTAL METAL, FRENZIED
FREESTYLE AND SUPER-HOT FUEL GIRLS GRAB YOU?
WELL YOU CAN HAVE ALL THIS AND MUCH MORE AS
THE MASTERS OF DIRT ROLL INTO TOWN...**

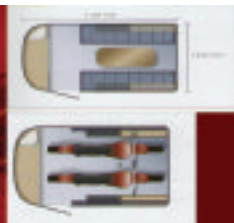
RAPTOR TITANIUM



WWW.RAPTORTITANIUM.COM

SEE OUR ADVERT IN CLASSIFIEDS SECTION
FOR MORE INFORMATION

COMET 450 from £28,495



NEW

CYCLONE 100

MOTO-TREK



Transporters
for bikes -
competition,
track days
travel or
leisure
from £3750

Freestyle
living the dream

01892 782288



www.freestylebikes.co.uk

Dene Farm, Mark Cross, East Sussex, TN6 3PD

2012
bikes in
stock



Husqvarna

riding with champions

TICKET INFO

GET 'EM WHILE THEY'RE HOT!

Wembley Arena 24hr box office

020 8782 5500

www.wembleyarena.co.uk

Manchester Arena 24hr box office

0844 847 8000

www.mcr-arena.com

Dublin Citywest Event Centre 24hr box office

0818 719 300

www.ticketmaster.ie

THE MONSTER ENERGY
MASTERS OF DIRT
PRESENTS
MONSTER ENERGY



If you've got an extra large appetite for all things filthy then there's a smorgasbord of dirt heading your way in March when the Monster Energy

backed Masters of Dirt land in the UK. With dates in London, Manchester and Dublin, Masters of Dirt promises to be a freestyle-fest with a difference with some of the world's top FMX pilots rubbing shoulders with their counterparts from the worlds of snowmobile, quad, BMX, minibike and mountainbike stunting.

Topping the bill for the UK dates are insane Aussie Blake 'Bilko' Williams, Spaniard Edgar Torronteras and British hero Chris 'Swampy' Birch who recently featured on Channel 5's countdown of the world's top daredevils.

Bilko is an X-Games FMX gold medallist who was the first rider to land a cliffhanger backflip and brings with him an enviable reputation for having the cleanest 360 in the business. Torronteras – or ET for short – is one of the pioneers of the European FMX scene while 27-year-old Birch is the UK's #1 freestyle rider. "I can't wait to ride Masters of Dirt in my home country," says Swampy, "and you can guarantee I will bring some serious tricks to the ramps in March."

Norwegian Jostein Stenberg will be throwing out some jaw-dropping snowmobile tricks, American four-wheel star Jon Guetter plans to weigh in with some quad craziness and the minibike madness is going to be led by Czech Tomas Barta. Homegrown talent Sam Reynolds heads the mountainbike line-up.

MoD founder Georgie Fechter is pumped to be touching down in the UK. "We can't wait to come to London, Manchester and Dublin with our rock-out aerial production. MoD is consistently sold-out creating an intense and buzzy atmosphere. The bike shows are incredible and when combined with the astounding sound and lighting system alongside the flame cannons and the fire-breathing antics of the sexy Fuel Girls, this show goes off."

The tour kicks off in London on March 14 at Wembley Arena, then moves north to Manchester Arena on March 16. The whole shooting match then crosses the Irish Sea for a three-night run at Dublin's Citywest Events Centre from March 23-25. Each show lasts two-and-a-half hours.

For more information point your PC towards www.mastersofdirt.com

Roger De Coster has been instrumental in putting KTM on top of the podium in the 450 SX division



WINNING WAYS!

**BOTH ON AND OFF THE TRACK ROGER DE COSTER HAS
GOT USED TO COMING OUT ON TOP AND IT'S A HABIT
HE PLANS TO CONTINUE WITH AT KTM...**

It's not as if KTM have never won anything. They've won a multitude of titles in the GPs and even in the 250cc Lites class in the AMA. But when it comes to the premier class in the AMA results just haven't been there for KTM. Until now.

Prior to the 2012 season KTM had never even had a podium finish in the premier class in supercross. KTM had developed a reputation in the pits that if you wanted to win, especially in AMA Supercross, you couldn't race for KTM. However, one round into the 2012 Monster Energy/AMA Supercross Championship Ryan Dungey ended that non-podium streak. Then at round two in Phoenix he went out and won.

It would be easy to say that Dungey was the magic cure for KTM's big-bike woes - a lot of the focus in motocross and supercross racing is on the riders and with good reason. But really it was Roger De Coster who brought the cure. Not just Roger De Coster but Roger De Coster and the people he brought on at KTM Racing in the USA to right the ship. And, of course, one of those people turned out to be Ryan Dungey.

Roger was, of course, working for Suzuki in the States but with Suzuki's racing future in the USA uncertain they wouldn't offer him a multi-year deal following the 2010 season. He wanted more security and hooked up with the guys at KTM - Stefan Everts and Pit Beirer - and was tasked with resurrecting the USA's KTM MX/SX racing programme. No small feat.

But, as with anything De Coster has ever done, it wasn't just about fixing up the team, it was about winning. He didn't let the preconception that KTM wasn't a winning 450cc-class motorcycle stop him.

"I believe if you put your mind to something you can do anything," De Coster says. "There's no reason why someone else can do it but we can't do it. Like I tell my riders, if someone else can do it,

you can do it. We're built the same. Sometimes it takes a little more work for one person than for another but if you put your mind to something."

In 2011 De Coster put a team together and went racing primarily with Mike Alessi (on a KTM 450 SXF) and Andrew Short (on a KTM 350 SXF). There wasn't a lot of success but everyone knew that De Coster would end up trying to hire the racer he basically discovered - Dungey - to complete the switch.

Dungey switched to KTM following the Motocross des Nations in 2011 and between the Monster Energy Cup and the first three rounds of the 2012 AMA Supercross series Dungey hadn't finished off the podium. He looks just as comfortable on his KTM as he did on his Suzuki.

"I knew if I got one of the very top riders the guys at KTM would be even more committed because there was more of a chance to make it work," De Coster says. "In this sport the rider is a bigger factor than in any other motorsport. So when I told them that there was a chance we could get Ryan I also told them that to be fair to him I needed to have a bike for him that was also ready to win. And that was the difficult part.

"Normally, it would take a lot more time to build a new bike and to put it into production to fit the AMA production rule. That was a bigger accomplishment, I feel, than building the race bike. Any of the factories can build a couple race bikes but the hardest thing is to put it into production."

Ryan Dungey signed with KTM with the understanding that they were building a bike on a par with anything the Japanese factories were producing. He trusts Roger De Coster. And the fact that KTM are a smaller company actually helped them speed an all-new bike into production. It simply wouldn't have been possible with any of the Big Four.

"The people who are in charge are very direct ♦

Cycle News he's struck out on his own to do the freelance thing. He knows the sport and its personalities like few others and as our US Editor provides insight straight from the Stateside scene...

Steve Cox is a Glock-parkin', racoon-shootin', gung-ho American MX journo - think Hunter S Thompson with a moto-habit - who follows the entire AMA SX/MX tour. Since moving on from defunct US weekly

STATESIDE

1stMX.co.uk

CALL FOR OUR **FREE** CATALOGUE
2012 ALL IN STOCK NOW!

LIMITED EDITION ANAHEIM KITS

FOX 360 A1 ANAHEIM



CORE ROCKSTAR
JERSEY & PANTS

NEW!

CORE WEDGE
JERSEY & PANTS

CORE REFRACTOR
JERSEY & PANTS

CORE MONSTER
JERSEY & PANTS

PHASE SPIRAL
JERSEY & PANTS

CORE VOLCOM
JERSEY & PANTS

ENTERPRIZE
JERSEY & PANTS

FUTURE
JERSEY & PANTS

FORCE WHITE
HELMET

QUADRANT MARBLE
HELMET

FORCE CUBE
HELMET

DEFLECTOR
GLOVES

CORE MOD
JERSEY & PANTS

QUADMAN ROCKSTAR
HELMET

INSULATOR
GLOVES

PHASE ROCKSTAR
JERSEY & PANTS

VOID
GLOVES

PHASE SLAB
JERSEY & PANTS

QUADRANT PRO CIRCUIT
HELMET

PHASE MONSTER
JERSEY & PANTS

PHASE SLAB
JERSEY & PANTS

FLOW
GLOVES

ROCKSTAR ENERGY DRINK

1stMX.co.uk THE UK'S BIGGEST & BEST MOTOCROSS SHOP

CALL 01530 813 000 NOW!



too," De Coster says of KTM. "Like Pit Beirer – nothing is grey in his book. Everything is black or white. There is no 'maybe' or anything like that. You know where he stands on everything really fast. Also, the owner of the company, Mr Pierer, he was totally behind us when I asked him about getting a top guy, I was clear that I needed to do what it took to build equipment that was up to par to be fair to the top guy. And he was behind us on that, too. I didn't want to get a top guy and just pay them a salary with no chance to win..."

One of the coolest stories of Roger De Coster's racing history comes from his days racing the GPs when some of his competition began running long-travel suspension to great effect. De Coster reached out to Suzuki to update his bike and was met with resistance. He was being paid to race the bike they provided so they expected him to race – and win – on that. Instead, he did a bit of home-engineering, changing the shock-mounting locations on his own bike to give it longer travel and it worked. It's this sort of experience – and competitive drive – that he brought to KTM.

As Roger has already explained, satisfying the AMA production rule was a major hurdle but the factory underlined its commitment to the US

racing effort by pulling out all the stops.

"Normally they start on a bike about three years ahead and we started that at the end of supercross this last year [in May of 2011]," says Roger. "We had to convince them to do it. They had to make new castings – new swingarm castings, for example. The tooling for stuff like that is expensive and it takes some time to produce. But just to get the head of production over there to make another bike with all of the things that come along with that – durability testing and all of that – and to get it all done and be over here in time to meet our racing commitment, that was the biggest thing we had to overcome."

The existing KTM 450 SX/F engine was, Roger felt, too complicated. It had too many moving parts, was too heavy and made the bike a lot less nimble.

"The bike is pretty much all different except for the wheels," De Coster says. "The frame is different, the swingarm is different, the engine castings are different, the camshaft, crankshaft, piston... Our old 450 was a good motor with good durability and all of that but it had been around for several years and the design needed updating. It's a double-overhead camshaft and it's an engine that was designed with more durability in mind to

Roger guided Ryan Dungey to the 2010 SX and Nationals double with Suzuki...



WINNING
WAYS!

...and then secured his protege's services at KTM for 2012

Would Dungey have joined KTM without Roger D at the helm?



ROGER DE COSTER

wemoto.com

serious about motorcycle parts

Thousands of
parts sent
directly from
STOCK



Mirrors



Levers



Brake Parts



Seal Kits



Stanchions, Springs & Seals



Grips



Manuals



Clutch Kits



Lock Sets



Carburettor
Repair Kits



Tapered Headrace



Wheel Bearings



Cables: Brake, Clutch & Throttle



Filters: Air, Oil & Fuel



Lighting



Carburettor
Repair Kits



Linkage Kits



Bearings



Tyres



Engine Seals



Electrical



Pads, Discs



18 colours now
available made
to any length



Batteries Full Range



Pistons



Chain & Sprocket Kits



devil

ROAD & RACE EXHAUST SYSTEMS



"DEVIL makes
the difference"

SUNSTAR

- Japanese sourced high grade, high carbon steel
- Heat treated
- A tough, durable, long lasting sprocket
- Suppliers of OEM sprockets since 1946



The sprocket your
bike would choose

Top Brands, Huge Stock, Fast Delivery.....

www.wemoto.com

Phone Order

01273
597072

Roger insisted that if they signed Dungey then KTM had to give him a bike capable of winning on

WINNING
AYS!



Roger also steers Team America's MXdN efforts



© ktmimages.com/Hoppenworld.com

be useful in long off-road races like Paris-Dakar and things like that. The engine is heavy and there's a lot of inertia. It's a big engine and the parts are big and we needed something nimble that made the bike more easy to turn and to be able to race it successfully in supercross.

"It's lighter than the old motor and it's simpler – there are less parts – and although it's lighter the weight is also lower so the CG is lower so it's easier to change direction. It's a completely different bike. Even the plastic is different."

The thing about racing is that you know if you're doing the right thing simply by looking at the results at the end of the night. There's no faking it. You're either good enough to win or you're not.

"I felt that we could be there," De Coster says. "You have to do it still but it wasn't out in dreamland to be on the podium. I felt that the bike was good enough to be on the podium before Anaheim 1 but until someone actually does it, it's all talk."

But it's not talk anymore. Dungey grabbed third at A1, then won in Phoenix, grabbed second in Los Angeles and fourth in Oakland. After four rounds Dungey – on the Red Bull KTM – is joint leader of the AMA Supercross Championship with Chad Reed.

"The people at KTM are not telling me that they expect us to win championships or races but I

know that they expect to earn respect as one of the top players," De Coster says. "They were pretty excited about that after A1 already and then with the win in Phoenix. They're really, really happy..."

As they should be. KTM have overcome a lot to put in these results in 2012 and in some ways even hiring Dungey was a huge risk – and not just financially...

To some, if Ryan Dungey could win on a KTM then that just shows how good Dungey really is. On the flip side, if Dungey did poorly on the KTM then Dungey wouldn't be getting the blame, that's for sure.

"You can look at it that way if you want but I think the people who really know what's going on, they see if the bike is up to par or if it isn't or if it's the rider who is compensating or if it's the bike that's compensating – or the team," De Coster says. "The team, especially with a young rider, is a big factor too. You have to deal with their strong points and their weaknesses. That's a big factor also in the winning combination. I think Ryan is pretty happy and I feel that we can still get better. I'm happy with what we were able to do at the first round and even with the win, I feel like we can still improve quite a bit on it."

Considering how Dungey looks on the KTM already that's almost a scary thought.



ROGER DE COSTER



Ryan Dungey takes his first win of the season – and KTM's first ever 450 SX Main Event victory – in Phoenix

TOO CLOSE TO CALL!

WITH FOUR ROUNDS OF THE 2012 AMA SX SERIES DOWN WE'VE GOT FOUR DIFFERENT WINNERS AS THE DEFENDING CHAMP GOES TOE-TO-TOE WITH THREE FORMER CHAMPS...

For the past 11 years every AMA Supercross title has been won by either James Stewart, Chad Reed, Ryan Villopoto, Ryan Dungey or Ricky Carmichael. The four of them who are still racing all believe the next one belongs to them. And this is where things always go haywire for somebody...

ANAHEIM 1

At round one of the Monster Energy/AMA SX series in Angel Stadium, Monster Energy Kawasaki's Villopoto grabs the holeshot and that's that. It's almost alarming how quickly he begins to put time on TwoTwo Motorsports Honda's Reed in second place and before long Reed's coming under pressure from Red Bull KTM's Dungey.

These two are joined by JGR/Toyota Yamaha's Stewart before long and then Dungey goes down. He's back up quickly though and catches back up to Stewart and the Stewart/Dungey/Reed freight train battle it out over second until Stewart crashes late in the race, handing third to Dungey. Dungey then concentrates on reeling in Reed but comes up just short at the finish.

After Stewart's fall he struggles with what looks like a bent-up motorcycle and finishes sixth, one spot behind Jake Weimer whose race is an exciting one. Early in the Main Event the Monster Energy Kawasaki rider makes a mistake and goes off the track, giving up three or four spots. He's well outside the top 10 but grabs fifth and at the finish is all over fourth-placed Justin Brayton.

The Lites Main Event sees Monster Energy/Pro Circuit Kawasaki team-mates at the front early on

with Tyla Rattray leading over Dean Wilson. But Cole Seely isn't about to wait around for the favourites to take round one. He works his way by the leaders and takes over, then begins to pull away.

Rattray and Wilson have to fight off the advances of Wil Hahn who ends up going down hard and breaking his nose. With him dropping out of the lead battle eyes turn to his team-mate Eli Tomac about halfway through the race as he's come from way back and is running laptimes significantly faster than the guys in front of him.

On the last lap he catches Wilson who looks to be almost cruising in third. Wilson can't hold Tomac off and when he tries he ends up going off the track and crashing awkwardly over a Tuff Block. It takes him a while to get up and running again and he finishes sixth while Tomac finishes third, just behind Rattray.

PHOENIX

In Phoenix, Weimer actually looks to have the holeshot going into turn one but former champ Dungey steals the lead away from him, leaving Weimer scrambling in a melee with team-mate Villopoto, GEICO Honda's Kevin Windham, Yoshimura Suzuki's Brett Metcalfe, Team Honda/Muscle Milk's Trey Canard and many others.

Weimer makes some good decisions on the opening lap to grab second place while Stewart's team-mate Davi Millsaps crashes in front of Villopoto near the end of the first lap, taking Villopoto down with him along with quite a few others.



Phoenix Main, from left, Officer J Stewart, Josh Hansen, Kevin Windham, Ivan Tedesco and Chad Reed go bar-to-bar

HELMETS JUNIOR

VCAN	£35.00
THH TX10	£35.00
Fox V1 Race	£95.00
Shift Revolt	£50.00
Answer	£68.00

HELMETS ADULT

Answer	from £88.00
Arai VX3	£CALL
Airoh	from £100.00
Fox V1	£100.00
Fox V2	£130.00
Fox V3 Inc Bag	from £220.00
JT ALS-02	£225.00
THH TX12 #7	£45.00
THH TX23 Joker	£70.00
Lazer	from £62.00
Thor Quadrant	£119.00
Troylee designs Air/SE3	£CALL

GOGGLES

Oakley Kids	£23.00
Fox Kids main	£25.00
Fox Main Pro	£50.00
Fox Main	£30.00



Oakley 2000	£28.00
Oakley Proven	£34.00
Oakley Crowbar	£45.00
Oakley Mayhem	£49.00
Smith Fuel V1	£24.00
Smith Fuel V2	£33.00
Smith Fuel V2 Sweat X	£52.00
Smith Fuel V2 Graphic	£54.00
Enduro Goggle	from £28.00
Quick strap kit	£22.00
Rip N Roll Hybrid	£38.00
Rip N Roll TVS	£24.00

LENSES - SEE OUR WEBSITE

IF YOU CAN'T SEE WHAT YOU WANT RING 01257 450660

BOOTS JUNIOR

Alpinestars Tech 3s	£99.00
Alpinestars Tech 6s	£125.00
Gaerne	£CALL
Fox Comp 5	£99.00
Fox Comp 3	£85.00
Shift Combat	£75.00

Shift Speedster

Fox F3R	£235.00
Fox Comp 5	£150.00
Alpinestars Tech 3	£CALL
Alpinestars Tech 7	£CALL
Alpinestars Tech 8	£CALL
Alpinestars Tech 10	£CALL
Gaerne	£CALL
Sidi Crossfire	£CALL
Thor Quadrant	£115.00
Alpinestars Enduro	£145.00
Comp 5 Enduro	£135.00

GLOVES JUNIOR 2012

Alpinestars	from £16.50
Answer Synchron	£13.50
Answer Rockstar	£18.00
Thor Spectrum	£24.00
Fox Dirtpaw	£20.00
Fox 360	£26.00
Shift Assault	£16.00
Troy Lee	£25.00

GLOVES ADULT MX 2012

Alpinestars	from £21.00
Answer Synchron	£19.00
Answer Ion	£22.00
Fox Pavector	£30.00
Fox 360	£28.00
Fox Dirtpaw	£24.00
JT	from £24.00
Shift Faction	£30.00
Shift Strike	£25.00
Shift Assault	£17.00
Thor from	£24.00
Troy Lee SE	£38.00
Troy Lee GP	£29.00

GLOVES ADULT ENDURO 2012

Fox Polarpaw	£32.00
Fox Bomber	£39.00
Alpinestars Neo Moto	£29.50

DEFLECTORS JUNIOR

EVS Rev 4	£41.00
Fox Airframe Youth	£70.00
Fox Airframe Small	£65.00
Fox R3 Youth	£55.00
Fox R3 Small	£45.00
Fox Raceframe Junior	£85.00
Fox Raceframe Small	£75.00
Fox Proframe LC	from £70.00
Polisport	£49.00
Polisport Mini	£45.00
Thor Sentinel	£66.00
UFO Reactor 2	£44.50

DEFLECTORS ADULT

EVS Rev 04	£57.00
EVS Revlite	£41.00
Alpinestars A10	£130.00
Leatt Adventure	£CALL
Leatt Adventure Pro	£CALL
Fox Raceframe	£95.00
Fox Proframe LC	from £75.00
Fox R3	£60.00
UFO Reactor 2	£49.00
Thor Sentinel	£76.00

BODYBELTS JUNIOR

Fox Turbo	£20.00
MSR Helix	£16.00

BODYBELTS ADULT

Alpinestars Air	£36.50
Alpinestars Orion	£33.00
EVS	from £33.00
Fox from	£25.00

KNEE GUARDS JUNIOR

EVS	£12.50
Fox	from £10.00
Shift	£13.00
UFO Hinged	£19.95

KNEE GUARDS ADULT

EVS	from £14.50
Fox	from £18.00
Shift	£15.00
Thor Force	£68.00
UFO Hinged	£31.00

ELBOW GUARDS

Alpinestars Jnr	£17.00
Fox Jnr	from £10.00
Fox Adult	from £20.00
EVS Adult	from £16.50
EVS Junior	£16.00

RACE SHIRTS JUNIOR 2012

Alpinestars	from £18.00
Answer Synchron	£17.00
Answer Rockstar	£26.00
Fox HC	£23.00
Fox 360	£30.00
Shift Assault	£20.00
Thor Phase	from £20.00
Troy Lee GP	£30.00

RACE SHIRTS ADULT 2012

Alpinestars	from £24.50
Answer Synchron	£21.00
Answer Ion	£31.00
Fox 360	£45.00
Fox HC	from £31.00
JT Pro Tour	£49.00
Shift Faction	£38.00
Shift Strike	£31.00
Shift Assault	£25.00
Thor Flux	£45.00
Thor Core	from £40.50
Thor Phase	from £27.00
Troy Lee SE	£56.00
Troy Lee GP	£42.00

RACE JEANS JUNIOR 2012

Alpinestars	from £54.00
Answer Synchron	£52.00



Answer Rockstar	£84.00
Fox 180	£70.00
Fox 360	£95.00

Thor Phase	from £68.00
Shift Assault	£50.00
Troy Lee GP	£75.00

RACE JEANS ADULT 2012

Alpinestars	from £72.00
Answer Synchron	£69.00
Answer Ion	£94.00

GoPro CAMERAS & ACCESSORIES IN STOCK

Fox 360	£145.00
Fox 180	from £82.00
MSR	£CALL
JT Classic	£145.00
Shift Faction	£120.00
Shift Strike	£95.00
Shift Assault	£65.00
Thor Flux	£135.00
Thor Core	from £126.00
Thor Phase	from £76.50
Troy Lee SE	from £160.00
Troy Lee GP	from £100.00

ENDURO JACKETS/PANTS 2012

Fox AWG Jacket	£180.00
Fox AWG Pant	£140.00
RFX Jacket	£116.00
RFX Pant	£100.00
Thor Range Jacket	£148.00
Thor Range Pant	£128.00

RAIN JACKETS/PANTS

Alpinestars El Nino jkt	£66.00
Elnino Pants	£52.00
Alpinestars Rain Jacket	£45.00
Alpinestars Rain Pants	£40.00
Fox Fluid Jacket	£20.00
RST Kids Jacket	£18.00
RST Kids Overall	£25.00
RST Adult Jacket	£28.00
SOCKS Fox FRI Kids	£7.00
Shift Kids	£7.00
Fox Adult	from £10.00
Shift Adult	£9.00
Fox Knee Brace	£22.00
Seal Skins	£30.00

HANDLEBARS/LEVERS

Zeta clutch lever	from £34.00
Zeta brake lever	£34.00
Renthal fat bar clamps	£39.00
Renthal twin walls	£88.50
Renthal Fat Bar	£60.00
Renthal Standard	£38.00
Pro Taper SE	£39.00
Pro Taper EVO	£88.00
Pro Taper Contour	£68.00
Apico Fat Bar Clamps	£22.00
Fat bar pads	from £10.00
ASV F3 Levers	£CALL
Brake/Clutch Levers	from £4.00

Clutch Rest	from £4.00
Polisport Handguard	£19.50
Acerbis H/Guards	£30.00

NECK BRACES

Leatt Adventure III	£CALL
Leatt GPX Club III	£CALL
Alpinestars Bionic-SB	£210.00
Alpinestars Carbon Brace	£CALL

ENDURO EQUIPMENT

Polis Brush	from £28.00
Barkbusters inc. fit kit	£50.50
Acerbis End. H/Guards	£CALL
Acerbis Fender bag	£22.00
UFO Fender bag	from £19.50
Front Fender bag	£5.95
Bum bag Scott	£CALL
Bum bag Fox	£25.00
Drink system Fox	from £40.00
Ogio Drink Bag	£CALL
Acerbis Headlights	£CALL
Acerbis Stop/tail light	£CALL
Acerbis LED stop/tail	£CALL

GRIPS

Pro Taper	from £9.30
RFX	£5.90
Progrip Gel	from £10.00
Renthal	£6.85
Renthal Dual Layer	from £9.60
Grip Wire	£4.40
Grip wire twistlers	£17.50
Renthal grip glue	£4.10

AIR FILTERS

Apico filters	£10.00
TwinAir filters from	£13.00
Air box cover from	£15.00
Filter Skins pack of 2	£4.95

CLUTCHES

Apico Clutch Kits	£CALL
EBC clutch kits	£CALL
Talon/Hinson baskets	£CALL

CHAIN

Renthal 520 heavy duty	£45.00
Regina 520 heavy duty	£42.00
RK 520 heavy duty	£30.00
Renthal 428 heavy duty	£30.00
Regina 428 heavy duty	£26.75
Renthal 420 heavy duty	£22.00
Regina 420 heavy duty	£21.30
Renthal 520 O ring h/d	£57.00
Regina 520 O ring h/d	£59.00
RK 520 O ring h/d	£53.00
Iris 415	£12.50

SPROCKETS

Gearbox	from £6.95
Wheel alloy	from £22.00
Wheel steel	from £18.00



Talon Sprocket bolts	£8.35
----------------------	-------

DISCS/DISC PADS

Artrax Wavy Discs	£39.00
Dunlop pads	£18.00
EBC MX-S pads	£20.00
Goldfren pads	£12.00

WORKSHOP EQUIPMENT/BIKEBITS

Lightspeed	£CALL
Pro Carbon	£CALL
DEP Exhausts	£CALL
Acropovic	£CALL
Leo Vince	£CALL
Boyesen	£CALL
SFS Hoses	£CALL
Zeta Trick Bits	see web
Deep Sump	£35.00
Fork Seal Driver	£37.00
Apico Tyre Changer	£67.00
Rim Savers	£3.50
Tyre levers	from £3.50
Tyre gauge low pressure	£5.00
Spoke key from	£6.00
Apico Alloy Stand	£35.00
Apico Stand stand lift up	£37.00
DRC TRI Stand	£12.50
DRC HC2 Stand	£60.00
Tie down straps cam	£5.00
Tie down straps ratchet	£8.50
Exhaust blow out kit	£34.95
Throttle Tubes	£6.50
Exhaust packing	from £4.50
Gear lever	£12.00/£15.50
Fork seals	£CALL
Ultra H/D Tubes	£23.50
Heavy Duty Tubes	£15.00
Wheel bearings	from £4.00
Clutch holding tool	£19.00
Plug spanner 14mm	£4.00
Plug span 14mm ratchet	£6.00
Chain breaker h/d	£17.50
Shock wrench	£6.50
Flywheel puller Buzzetti	£6.00

MAIL ORDER RING 01257 450660 OR VISIT POARACING.CO.UK

CRF Flywheel Puller	£19.00
T Bar 8, 10, 12mm	£3.50 each
Oil measure tube	£3.50
Magnetic Bowl	£10.00
Fro Fuel Cap	£28.00
RFX Breather Vent	£5.90

GRAPHICS

One Industries, FLU, Factory	
Effex PLASTICS	Polisport, UFO, Acerbis, Cycra

TYRES/TUBES/OILS TOO MANY TO LIST! SEE OUR WEBSITE



PRODUCT FOCUS

LAZER X7 PLAIN WHITE HELMET £62.00





Martin Davalos takes ninth in LA



Bubba has to wait until round four to land a win



Tyla Rattray's championship hopes end on the deck in quali at Oakland

Villopoto gets up last and starts moving forward. With some help from title rivals Stewart and Reed – both of whom fall at various points in the race – Villopoto works through the pack until, with six laps to go, he sits fourth. He begins reeling in Kevin Windham for third and on the last lap takes the final podium spot away from Windham.

Dungey races away to his first win of the year over Weimer who grabs his first 450cc podium. Villopoto ends up third.

In the Lites Main Event, Wilson sneaks out to an early lead over Frenchman Marvin Musquin and Rattray while England-based American pilot Zach Osborne sits fourth. Wilson leads from wire to wire while Rattray can never quite do anything with Musquin who ends up second. In the last few laps Osborne loses out in a battle with Tomac and Seely but ends up in a strong sixth place.

LOS ANGELES

Villopoto puts down the fastest qualifying times again in Los Angeles and to start the Main Event he grabs the holeshot and looks to be in a great position to run away with his second victory of the season.

Then the race is red-flagged after an ugly crash when Ryan Morais lands on Trey Canard over the track's first triple. Both suffer multiple fractured vertebrae and are knocked out. Morais also sustains a punctured lung and

compound fracture to his jaw.

When the race is restarted it's Weimer with the holeshot while Villopoto ends up getting forced off the track only three turns in and gets going in 17th. Weimer leads the first five laps over Stewart and Reed before the Aussie finally made a pass stick on the 450cc SX rookie. A lap later, while running second, Weimer is taken out by Stewart for second place and ends up upside-down in a berm. He struggles getting his Kawasaki into neutral in order to kickstart it and rejoins the race at the back of the pack. Weimer eventually catches up to 11th at the finish.

Stewart then crashes himself out of second place, handing that spot to former champ Dungey. He comes under pressure from Villopoto late in the race for third but holds him off.

In the Lites class Tomac grabs the holeshot while Ecuador's Martin Davalos runs second, just in front of Osborne, Wilson and Rattray. A few laps in Osborne works his way by Davalos who then falls, handing third to Wilson and fourth to Rattray. Rattray is battling it out with former world MX2 champ Musquin for the fourth spot until Musquin goes down with three laps to go and around the same time Wilson finds his way by Osborne with an aggressive inside move in a right-hander.

At this point the results are set with Tomac taking the win in front of Wilson, Osborne and Rattray.



Former British MX2 champ Zach Osborne nails some seriously impressive finishes



COULD YOU SURVIVE A FALL IN INCOME?

EXAMPLE QUOTE
Builder, 31, hobbies motocross/rugby
income £21,000
Benefit £1,000
per month tax free
Premium £23.98* pm

DON'T LET AN ACCIDENTAL INJURY OR SICKNESS RUIN YOU FINANCIALLY

Whether you're employed or self employed, insuring against the loss of your income can be much cheaper than you think!

All high risk jobs and sports included at no extra premium**

We offer **FULL** health insurance to the public as well as the off road motocross community.

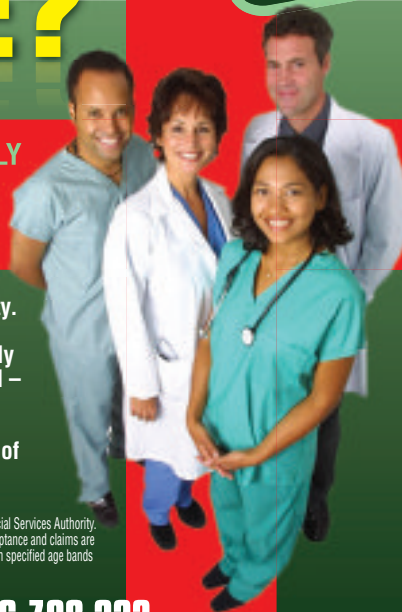
When you take out a policy, should you fall ill, have an accident whilst riding or by simply going about your everyday routine, this insurance will pay out for as long as it is required – even until retirement.

For whatever reason you are signed off work, either by your GP or hospital, every aspect of your health – from accident to illness will be covered.

Income Assured
Income Protection Specialists
www.income-assured.co.uk

Income Assured is a trading name of IFMS (Europe) Limited. Authorised and regulated by the Financial Services Authority. Quote based on benefit payable after 7 days, however alternative waiting periods are available. Acceptance and claims are subject to underwriting. There is no cash-in value at any time. Monthly premiums will increase within specified age bands as you get older. *Source: The Exchange, December 2011. **Excludes professional sports people.

Don't delay, call us today 01736 798 222



DYNO TUNING CENTRE

4 STROKE CYLINDER HEAD REPAIRS

Old for new head exchange service

Fast turnaround
All work carried out in house
Damaged Cylinder head Repairs

Valve seat cutting
Replacement valve seats
Beryllium copper valve seats



PROX Stainless Steel Valve Kits £99.99

KTM 250 SXF Power up Kit

MX Zone Race Head*
SXS Camshaft
GET ECU
BHP Power Increase
£1100.00

CRF 250 Power up Kit

MX Zone Race Head*
Cosworth Piston
Custom ECU Map*
Vent Pipe Kit
3 – 3.5 BHP Power Increase
£600.00



official Engine Tuner for Maxxis Apico Suzuki Race Team

RMZ 250 Engine Kits Available Ring for full spec

Huge stock of vertex Pistons From £39.99



MX Zone Unit 20-21 Intercity Trading Est Melksham Wiltshire SN12 8DE

Tel 01225 791182 Email Office@mxzone.co.uk Fax 01225 791182 www.mxzone.co.uk

*Parts supplied by customer

Reed leads in Oakland and shares the points lead with Dungey



Eli Tomac heads up the Lites West division



OAKLAND

Reed grabs the holeshot in the Main Event in front of Andrew Short, Josh Hansen, Stewart, Villopoto and the rest of the field. Stewart finds his way through the first few racers quickest and it isn't long before you can throw a blanket over the top three in the 450cc Main as Reed leads Stewart and Villopoto.

Villopoto is putting a lot of pressure on Stewart for second when Stewart squeezes by Reed for the lead and RV's gameplan seems to suffer as a result. Then tasked with passing Reed, Villopoto goes to work but around half-distance Reed begins to pull away from Villopoto.

At the finish it's Stewart who takes his first win of 2012 over Reed and Villopoto while Dungey — who comes into Oakland leading the points — comes from outside the top 10 for fourth. Short is fifth in front of Windham, Millsaps and Weimer. For the third time in four weeks Hansen finishes 10th.

The points standings are tight with Ryan Dungey and Chad Reed tied at the top of the championship table and Villopoto only two points

behind them. Another 10 points back sits Officer James Stewart.

In the Lites class Rattray has an awful crash in qualifying and knocks himself out, also fracturing his C7 vertebra. He has to be taken to the hospital for treatment and will be out for four to six weeks.

Rockstar Energy Suzuki's Davalos takes the holeshot over Wilson but on the second lap the Scot goes down in the same spot as Rattray did in his heat race and comes around for lap two in 19th place. He works his way forward throughout the race until he ends up 10th at the finish.

Osborne, on the other hand, comes from the tail end of the top five to pass for second place on lap six after Tomac takes over the lead from Davalos. Osborne stays second for a while before he surrenders the spot to Musquin a few laps from the end of the race. Tomac takes the win over Musquin and then Osborne who scores his second podium finish of the year.

Tomac carries the points lead into Anaheim 2 with 15 points to spare already. However, in both classes Tomac is the only repeat winner so far this year. Seven winners in eight races. That's something.



Defending champ Villopoto sits two points back in third



Lil Hanny's eighth with four rounds down



SERIES STANDINGS

SUPERCROSS

1	Chad Reed	85
2	Ryan Dungey	85
3	Ryan Villopoto	83
4	James Stewart	73
5	Jake Weimer	61
6	Kevin Windham	58
7	Andrew Short	52
8	Josh Hansen	47
9	Brett Metcalfe	45
10	Davi Millsaps	42

LITES WEST

1	Eli Tomac	88
2	Dean Wilson	73
3	Zach Osborne	67
4	Marvin Musquin	64
5	Tyla Rattray	60
6	Cole Seely	57
7	Jason Anderson	53
8	Nico Izzi	46
9	Max Anstie	45
10	Ryan Sipes	43

DONJOY[®] KNEE BRACES

THE BEST IN THE EYES OF A CHAMPION

ANTONIO CAIROLI
MX1 GP WORLD CHAMPION

Antonio Cairoli
#222





James is all smiles at Oakland – but it's a smile of relief, not elation

RELIEF!

WHEN JAMES STEWART CLIMBED ON TOP OF THE BOX IN OAKLAND IT WASN'T ELATION HE AND HIS JGR/TOYOTA YAMAHA TEAM WERE SHOWING...

Words and photo by **Steve Cox**

James Stewart has never been a man who's happy with anything less than first place. Never. Not when he was a child racing PW50s or at any time between then and now. Until 2009 he had literally never lost a 450cc SX Main Event if he didn't fall at least once in that Main Event. In 2010, when he fractured his wrist in Phoenix, he showed up at Anaheim 2 (the next round) and still refused to settle for anything less than a victory. He ended up third but he tried to win and led quite a bit – with a fractured wrist. In supercross.

So when he ran near the front at Anaheim 1 but couldn't do a whole lot with Chad Reed or Ryan Dungey (while Ryan Villopoto was busy somewhere in his own zip code), then fell and finished outside the top five, it was cause for alarm bells. Then he was even further back in Phoenix and even a podium in LA couldn't silence the ringing. JGR/Toyota Yamaha hired James Stewart to win. Stewart signed with them to win. The only acceptable result is winning.

In Oakland, James Stewart finally put together 20 solid laps, worked his way forward, passed Chad Reed for the lead, then went on to win the race. To say he was happy doesn't really cover it. Actually, it's not very accurate at all. He and his team were all smiling but it was relief. That's the reality of the situation. James Stewart winning was a relief for all parties involved, including Pirelli – a company that hadn't won a

supercross race before.

And that's really the sh*tty thing about being James Stewart. The standard he has held for himself and his own racing results has created a situation where it's almost hard to be happy because even winning doesn't really result in elation.

It reminds me a lot of what Ricky Carmichael said a while back, while he was still racing. He said that people had it wrong about him. It wasn't his love of winning that kept him going. It was exactly the opposite. Ricky Carmichael trained so hard, tested so much and was as tenacious as he was because of his hatred of losing. It was actually a fear of losing. Losing scared him so much that it almost made him manic.

It seems to me that James Stewart is in Ricky Carmichael territory, too. And the thing about racing for fear of losing as opposed to racing for the love of winning is that if you lose too much you quit. The only thing that kept Carmichael going for the last few years of his racing career was that he kept winning. If Stewart continues to lose three out of every four races he competes in, like he did to start the season, my prediction is he won't be around very much longer at all.

And that's going to be a relief for the guys who have to race against him.



The 250cc two-stroke
Racing model comes
fully toolled-up

SPECIFICATIONS

EC250 RACING

Capacity: 249.3cc

Bore and Stroke: 66.4 x 72mm

Transmission: Six-speed

Fuel tank capacity: 10.5 litre

Front suspension: Marzocchi

USD 48mm (315mm travel)

Rear suspension: Ohlins

(320mm travel)

Front brake: 260mm disc

Rear brake: 220mm disc

Seat height: 966mm

Dry weight: 102kg



SPANISH FLY!

THE 2012 COLLECTION OF GAS GAS ENDURO BIKES HIT THE SPOT WITH WAKKER...

Words by *Geoff Walker* Photos by *Sebas Romero*

Gas Gas are undoubtedly at the top of the game when it comes to trials but the enduro machines that have been coming out of the Catalanian company for the last season or two have definitely needed an update. Luckily for us the giants from Girona have chosen 2012 to give things a serious shake up.

On first impression the bikes are an absolute dream as they look super-sleek and modern. The design team has really worked its magic to come up with a visually striking package that not only looks solid but is top quality too thanks to the engineering department making the design department's every dream a reality.

Every part on each of the bikes has taken a step up in terms of quality and strength. The lines on the bikes are smooth and free from clutter which makes the nightmare of catching your knee braces and boots in stray plastic less likely when in difficult positions on the trails. All in all the 2012 Gasser models look great and I was looking forward to getting to grips with an outstanding piece of dirt biking machinery!

The Gassers come in Stock, Electric Start and Racing trim and we had the 250 and 300 two-strokes in all three specifications and the 250 four-stroke in Racing trim for the test. The Gas Gas test facility was awesome and the varied terrain gave me a great chance to put all the bikes through their paces. The mix of sunshine and frozen ground always makes for an interesting day but adds to the overall experience none the less.

>>

REFINED . PERFECTED . PROVEN

GASGAS

NEW 2012 ENDURO MODELS



2012 EC STANDARD changes;

- NEW PERIMETRAL FRAME
- NEW BODY WORK
- NEW GRAPHICS
- NEW FUEL TANK
- NEW SACHS SHOCK
- NEW SACHS FORKS
- NEW KICKSTART
- NEW FOOTRESTS
- NEW PLASTIC SUMP/CRANKCASE PROTECTOR
- NEW SUB FRAME
- NEW SEAT
- NEW AIR FILTER BOX
- NEW CLUTCH
- NEW LINKAGE SYSTEM
- NEW WAVY BRAKE DISCS
- NEW REAR BRAKE PEDAL
- MORE THAN 2KG LIGHTER
- DRY WEIGHT IS NOW 102KG

2012 EC RACING changes;

In addition to the 'all NEW 2012 EC' bike changes listed above.

- OHLINS 888 rear shock
- RACING sticker kit
- TALON radialite rear chain-wheel
- BLACK rims with RACING stickers
- MARZOCCHI 48mm forks
- RENTHAL twin-walls
- RACING footrests
- GALFER wavy discs



2012 Randonne also available.

2012 PRICES

Please contact your official GG Dealer to discuss 2012 pricing and the various different models; Standard, Racing, Cross Country, Electric start, etc.

OFFICIAL UK IMPORTERS OF GAS GAS MOTORCYCLES
tel 01298 766813 . mail@gasgasuk.com

www.gasgasuk.com



In Standard trim the 300 is a great bike but the components don't match the Racing goodies



bike test

The 300cc two-stroke will put hairs on your chest – this thing hauls...



SPECIFICATIONS

EC300

Capacity: 299.3cc
Bore and Stroke: 72.5 x 72.5mm
Transmission: Six-speed
Fuel tank capacity: 10.5 litre
Front suspension: Sachs USD 48mm (315mm travel)
Rear suspension: Sachs (320mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 966mm
Dry weight: 102kg

EC300 RACING

Capacity: 299.3cc
Bore and Stroke: 72.5 x 72.5mm
Transmission: Six-speed
Fuel tank capacity: 10.5 litre
Front suspension: Marzocchi USD 48mm (315mm travel)
Rear suspension: Ohlins (320mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 966mm
Dry weight: 102kg

The electric-start two-stroke is obviously not a new concept and fair play to Gasser for getting the job sorted. The button must be treated with respect as e-starters on two-strokes are fairly light in construction. The button is best used when the motor is out of gear and already warm and you'll experience a slight scream from the little starter if you are asking too much of it. This goes for every two-stroke e-start bike I have ever tested. It is a great tool for the average guy and more and more riders will not buy a dirt bike these days without an e-start system. Gas Gas have realised this and have catered for the customer demand. Apart from the slight added weight the e-start bike is the same as the stock model 250 and 300 two-stroke bikes.

Other major differences from previous models across the range are the chromoly perimeter frames and three-component polymer subframes. Nissin brakes are used to take care of stopping power and these well proven Japanese brakes do the business on all the models. America's exhaust giants FMF provide their 'Q' pipes for the range which give low noise levels coupled with outstanding power delivery.

The exhaust note is excellent on all bikes and very friendly to the ear.

The two-stroke bikes come with a 10.5 litre fuel tank. The increased capacity takes the pressure off on longer rides. I don't know exactly how many more miles per gallon you're going to get but it all helps out there on the trails!

The Racing models are just that and are built to be ready to race at EWC level. The forks and shock are upgraded from Sachs on the Standard model to Marzocchi and Ohlins. Other upgrades include Renthal bars, Twin Air airbox breathers, upgraded handguards and other extras for easy wheel removal and extra protective covers for ultimate protection in the toughest going. The Racing Gas Gas bikes mean business and if you buy one you better be ready to grip it n' rip it!

The baby of our test fleet – the EC250F – is a stunner with all the new design features wrapped around a 250 four-stroke motor taken from a WR250F. This engine is bulletproof (not literally) and when you want to make a solid and reliable set-up it would be one of the best motors to choose for a build. There are





[www. **RACE SPEC** .co.uk](http://www.RACESPEC.co.uk)

Market leaders in mail order Off-Road parts and accessories

HUGE REDUCTIONS OFF MANY ITEMS IN OUR

**MASSIVE
SALE**

NEW BIGGER SHOP OPEN NOW



IN-STORE call
+44 (0) 1684 299699

ON-LINE visit
www.racespec.co.uk



Facebook
[/racespecuk](https://www.facebook.com/racespecuk)

massive development costs in manufacturing four-stroke engines so Gas Gas have opted to buy in a sorted, proven lump to sit in their new chassis.

My first impression of the little ripper was how thin it felt. The lines felt good along the seating area and the peg-to-seat height was comfortable. The suspension on the bike was uprated front and rear as we had the Racing model to test. This set-up felt a little soft for me but it would work great for more normal sized humans. Despite being soft the balance of the bike felt good as the chassis was able to work to its best potential on the mountain terrain.

This bike is a lot of fun to ride and the grip at the rear wheel is amazing. I had forgotten just how nice the power delivery from these motors is.

Overall, this model is a well-rounded bike and every modification has benefitted the fun element of a day in the saddle. The FMF pipe is quiet and increases the torque from the motor. I had great feedback from the front of the bike as it felt light in touch but solid in grip on the sometimes icy going. The Magura hydraulic clutch is super-light to the touch and it takes quite a bit of abuse to get it to fade but if I was going to race this bike I would fit stiffer clutch springs to ease fade and heat problems in the clutch pack.

All in all the entire crew at Gas Gas HQ have done an amazing job with this bike. A solid motor, a solid new chassis with good balance and great looks – the EC250F Racing is a beauty.

With Ivan Cervantes racing the Gas Gas two-strokes in the EWC the factory have the perfect tester for the development of their production bikes. The slimline theme is carried over to the two-strokes and they feel super-light when you first step on. They stand tall and I felt comfortable straight away. It actually felt like the bar-to-seat-to-peg dimensions were spaced out a little more than on the four-stroke but I didn't get a tape measure out to see. However, this made transfer from seating to standing effortless.

The 250 and 300 behave slightly differently in all situations with the 250 being a joy to flick around and play on. It reacted well to everything I threw at it and the motor creates deep torque to find grip in the tricky going and on hillclimbs.

The 300 motor is so powerful – it's like a turbocharged tractor. The bigger-bore bike offers an amazing amount of torque and gives an awesome power delivery. I got into a couple of situations when I laid the power down which brought me big smiles but made me respect the 300 motor. What a motor! That's all I have to say on that matter...

The Sachs suspension on the Standard models does a good job. I say a good job but I find the rear shock lacks a bit of feel. I made a few adjustments on a couple of the test models and the hard point in the stroke kept giving me a mid-stroke reaction which I had trouble figuring out. The feeling was a 'ramping up' of the rear end which gave a solid feel where I like an enduro rear end to be mellow and take the hits on fast bumps and settle in on downhills. I couldn't put my finger on the problem before I rode the Ohlins-shod Racing model and then it became apparent that there was a slight hard spot in the rear end ratio – basically the rear end slows up slightly through its linkage ratio during movement. This can be easily solved with some simple shock set-up. The bikes all feel balanced, light and easy to ride but this is a small area which in my opinion can be easily improved.

The Racing models basically do everything they should and they're built to withstand everything an EWC could throw at them and more. The motors deliver torque like there's no tomorrow and the upgraded equipment takes the bikes that extra step. The ride and turning is great and the chassis and motor work together on both the 250 and 300 to take you over, up, around and through any terrain!

bike test

The 250 four-stroke is based around the super-solid Yamaha WRF powerplant

SPECIFICATIONS

EC250

Capacity: 249.3cc
Bore and Stroke: 66.4 x 72mm
Transmission: Six-speed
Fuel tank capacity: 10.5 litre
Front suspension: Sachs USD 48mm (315mm travel)
Rear suspension: Sachs (320mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 966mm
Dry weight: 102kg

EC250F

Capacity: 249.6cc
Bore and Stroke: 77x 53.6mm
Transmission: Five-speed
Fuel tank capacity: 6.3 litre
Front suspension: Marzocchi USD 48mm (315mm travel)
Rear suspension: Ohlins (298mm travel)
Front brake: 260mm disc
Rear brake: 220mm disc
Seat height: 940mm
Dry weight: 110kg



MISSION STATEMENT!

WITH AN ALL-NEW 450 AT THEIR DISPOSAL KAWASAKI ARE GOING ALL-OUT TO WIN THE MX1 MAXXIS TITLE WITH MARTIN BARR IN 2012...

Words and photos by **Sutty**

Although a fickle bunch of feckers who don't agree on much, test riders around the world have all united to rave about how great the all-new KX450F is as a race bike. Much improved for 2012, the previously cumbersome and gruesomely green MX1 missile has gone on a diet, slimmed down considerably and can be used in way more positions than ever before (I'm talking handlebar, footpeg, ignition and fuel mapping you dirty boys).

And it's not just testers and consumers who've spotted this bike's winning potential either. Kawasaki Motors UK and LPE team boss Steve James also identified how good a bike the new 450 was way ahead of its release to the masses and came up with a plan to try and end Honda's dominance of the British MX1 championship that except for the anomaly of Billy MacKenzie clinching the crown on a factory KXF back in 2007 has been won by riders on red bikes since Y2K – that's 10 of the last 11 or 17 out of 19 if you go right back to 1993!

To put a green machine back on top of the Maxxis podium the Maxxis Henderson LPE Kawasaki team are going all-out as Steve explains. "We've stepped it up in every way for 2012 and that includes our riders and technicians. We've drafted Martin Barr into the team as our MX1 rider and that's great for us as he's already a proven race winner. Also, having Andy Pringle and Paul Teasdale as team technicians is a real boost for the whole team as is gaining technical and product support from Apico and Pro Circuit."

Pro Circuit Kawasaki's dominance of the Lites/125/250/MX2 or whatever you want to call it class in America needs little explanation

so when you're a green team that wants to win races it's a no-brainer where you go knocking. Unfortunately, absolutely everyone knows this and so getting to speak to Mitch can be a wee bit tricky – unless you know people who know people.

"I got it into my head at the des Nations that I wanted to speak to Mitch but absolutely everyone does and that can make it difficult. Anyway, Big Dave who used to work for CAS as the truck driver spoke with him and organised a meeting for me. I told Mitch what I wanted to achieve and he said leave it with me then rang about a month later and we struck out a deal. Pro Circuit want more recognition in the UK market again and by winning the British championship with Martin we can help them achieve that – we want to go out there and win some big races and major titles!"

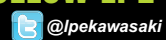
And it's not unfeasible to think that the 24-year-old Ulsterman will go out and get the job done. Having won more MX1 motos in 2011 bar anyone but departed champ Brad Anderson, Martin must surely start the season as favourite to take the title but Kawasaki haven't put all their eggs in one basket. Multiple GP winner Marc De Reuver also starts the series on a KX450F over in the Lanes Kawasaki awning while perennial improver Alex Snow lines up for newbies Oakleaf who despite being the new team on the block have done Alex proud with a super-trick bike of their own.

So, injuries aside, 2012 should be a pretty stellar year for Kawasaki in the UK and overseas too with ginger ninja Ryan Villopoto and les frères Pourcel looking to put the KX450F on the top step of the podium in AMA and GP competition...



Martin Barr starts the season as Kawasaki's main hope for the British MX1 title

FOLLOW LPE KAWASAKI ON...



50TH
ANNIVERSARY
1962 - 2012

Available to buy from all good MX Dealers



Gaerne



SG-J KIDS BOOT

The SGJ boot is without doubt one of the best money can buy!

Made with top grain leather for the main construction and a soft microfiber on the front to give a comfortable fit.

Topped off with the new 'G' plate, 4 new buckles and a heavy duty leather heat shield this boot is made for the task!

WHITE/ORANGE **RRP £140**

WHITE / BLACK **RRP £135**

NEW
WHITE/ORANGE
RRP £140



SG12 WHITE / WHITE/BLUE/RED / WHITE/RED / WHITE/BLUE / WHITE/ORANGE / BLACK **RRP £460**



G-REACT WHITE / BLACK / BLUE / RED **RRP £250**

Malcolm Rathmell Sport Ltd

Tel - 01423 772885 Fax - 01423 772205

E-mail - info@mrsLtd.co.uk Web - www.mrsLtd.co.uk





BARR BRAWL!

**WITH A BRAND-NEW BIKE BENEATH HIM
MARTIN'S MORE FIRED UP THAN EVER TO
CHALLENGE FOR THE MAXXIS TITLE...**

DBR: This is the fifth manufacturer you've ridden for in the past five years – how does it feel to be a part of the LPE Kawasaki team so far?

MB: "Aye, I get around a bit but that's the way it is now with teams only offering one-year deals. I'm really happy to join LPE Kawasaki though, there's a really nice atmosphere and everybody gets along just great. Steve James has a bit of fire in his belly and he really wants to go out and win – he says he's sick of making up the numbers. I'm really looking forward to the season starting."

DBR: How's the new KX450F working out for you?

MB: "The bike's been working awesome since the first time I tested it. After riding the 350 last year I thought when I got on to it I'd be in arm pump city but I was so surprised by how smooth it is and how nice it is to ride even though there's plenty of power there. The difference between the 350 and 450 is actually quite a bit although I never realised it so much last year after moving up from a 250."

"I'm looking forward to having the extra power and handling wise it's just brilliant to be back on a Japanese bike because I have a lot more confidence in the suspension – I can hit things harder and I know what the bike's gonna do whereas last year I was a bit cautious. I feel more confident on this bike for sure."

DBR: In the past LPE have run very stock bikes but this year they've hooked up with Pro Circuit – how tuned is your race bike compared to the stocker?

MB: "The difference between the stock bike and where we're at now with the race bike is quite big and we're still going forward. Each time I jump on the bike it's getting better and I'm bonding with it more and more – I love it. We still have a bit to go but by the time the season starts we'll have the right package and we'll be ready to win races."

DBR: Obviously with Ando out of the equation you start the 2012 season as one of the favourites to lift the MX1 crown – can you do it and who else do you see as being the main contenders to win?

MB: "It's a pity Anderson's gone because you want all the best riders in the British championship and I would have loved him to be in there again to have another good go at him. I beat him a few times last year but he had the ball rolling and he was the man to beat – fair play he had a really good season."

"This year you have Stribos, De Reuver, Kristian Whatley, Swordy, Dougan, Krestinov and Shaun Simpson as well. They can all win races but it's about being there every weekend. It's going to be difficult but the way I'm looking at it is that it will be the best year to win because there are so many good names in there – it's going to make for really good racing." >>



The Kawasaki deal means Martin will have raced for five different manufacturers over the past five seasons



MAXXIS



BRITISH MOTOCROSS CHAMPIONSHIP

ROUND
1
FAT CAT

EUROPE'S PREMIER
DOMESTIC CHAMPIONSHIP ON
THE UK'S PREMIER CIRCUITS

ARMTHORPE
DONCASTER
DN3 3EH
(M18 JCT 4)

SEE THE TOP
BRITISH AND
WORLD GP
STARS DO
BATTLE

MX1 MX2
VETERANS
PRACTICE AT 9AM
RACING AT 12.15PM

11 MARCH - DON'T MISS IT!

ADULTS £20 / CHILDREN £5
FAMILY TICKET £45

CONCESSIONS APPLY

British MX2 Champion, Arnaud Tonus, Zach Osborne, Elliott Banks Browne, Bryan MacKenzie,
Nico Aubin, Ray Rowson, Stuart Edmonds and Mel Pocock, MX1 GP Stars Kevin Strijbos,
Shaun Simpson Matiss Karro, Martin Barr, Marc De Reuver, Stephen Sword, Alfie Smith,
Kristian Whatley, Jason Dougan and the best of the rest...

MIPORA.COM
PURE ACTION SPORTS

MOTO

TMX

DIRTBIKE
RIDERS



KTM
RACING

ROUTE 77
ENERGY

www.mxgb.co.uk

DBR: Having ridden a good 450 and a very good 350 which do you see as being the future for the MX1 class?

MB: "At championship level you really need a 450. The 350 is a good bike for someone who wants to enjoy their riding and who isn't under pressure to go out and get the results – it's a lot easier for them to ride."

DBR: Obviously, your focus is on the domestic titles this year – can you see yourself returning to the GPs at all?

MB: "Everybody wants to be world champion and I'm no different. We are going to do some GPs this year and I would love to make a full-time return to the world championship in the future. I haven't had the best of luck the last few years with injuries and bits and pieces but I would love to go back to GPs and show people my true ability at that level."

DBR: The season starts here at FatCat in a little over a month – bearing in mind how brutal last year's Red Bull Pro National was how do you see that particular race panning out?

MB: "It's gonna be awesome because it's gonna show everyone who's been working over the winter. Last year we had a few races before coming to FatCat for the Red Bull Pro National but it was me, Anderson and Simpson who dominated. It was a hardcore track – it was rough and it was technical and I took a lot of confidence from the race here last year that I'll be taking that into the first round of the British championships here in a few weeks time. Kristian and Swordy struggled a bit at that meeting last year but I'm sure they'll be well aware of that and they'll be working hard to get up to speed in the sand for this year's race. I'd love to be on the podium and that's what I'll be aiming for."

DBR: How do you think Kawasaki's other great hope Marc De Reuver will fare this year?

MB: "That's a bit of a lottery really. If he's happy and things are going his way then he's gonna be good but if it doesn't go the way he wants he could spit the dummy out. I'm not really worrying about him or anybody else – I'm concentrating on myself and doing my own thing..."

"Everyone wants to be world champion and I'm no different..."
Martin may be restricted to just a few GP rides this season but he's still got top-flight ambitions



Ross Burridge (right) and LPE boss Steve James

THE GREEN GAFFER!

FIVE MINUTES WITH KAWASAKI MOTORS UK RACING CO-ORDINATOR ROSS BURRIDGE...

DBR: The 2012 KX450F is probably the most competitive MX1 bike that Kawasaki have ever produced – is this the year that Team Green ends Honda's dominance in the 450 class here in the UK?

RB: "I'd like to think so because with the bike now and its launch control, interchangeable fuel injection mapping and all the other bits they've done to it I feel that it really is a winning package. I can't see any reason why we can't win the MX1 championship in 2012 especially with all the work LPE are putting in to Martin Barr's bike."

"Paul Teasdale and Andy Pringle are doing a great job and they've got direct backing from Pro Circuit in the States – all that is the perfect combination for Martin to have a good crack at the championship. To be fair he wasn't that far off last year and already he feels quicker and looks notably faster so I genuinely think we should be in with a good chance of winning the British championship and it's the same on the world level with the Pourcel brothers."

DBR: In Martin Barr and Marc De Reuver Kawasaki have two strong title candidates – of the two who would you like to see lift the title?

RB: "That's a tricky one because they're both Kawasaki supported teams – LPE and Lanes – but LPE are our official team and that's where the majority of Kawasaki's support goes. I think with Martin being a British rider it would be great to see him win it – he's ridden in Britain for a very long time and he's a well respected and very likeable lad. For our main rider in our official team to win the championship would be terrific but at the same time if De Reuver won I'd be equally happy."

>>

DBR: Which other riders do you see challenging for the title?

RB: "You can never rule out Swordy. He's really fast and if he stays injury free then he'll be a threat every weekend. Strijbos is a bit like De Reuver in that I think he'll either be right up there or absolutely nowhere at all. Although he's an unknown quantity on British tracks I think he along with Swordy will be the main challengers to Martin."

DBR: If one of your guys could claim the crown how much personal satisfaction would you get as Kawasaki Racing Co-ordinator?

RB: "A massive amount. After working with Steve for the last few years I feel we've built a great relationship on a personal level as well as a professional one. I feel like I'm really part of it now – I'm there at the races every weekend, most of the time in the mechanics' area hanging over the fence and cheering the guys on. I feel like I'm part of the team so if Martin won the MX1 title for LPE that would give me a massive amount of personal satisfaction."

DBR: How hands-on are KMUK in British motocross now – is the hiring and firing of riders left to the LPE and Lanes team managers or are you heavily involved?

RB: "Much more so with LPE because they're our official team and that's where our budget goes. I've got more of a vested interest in how our money is being spent as a company. So with LPE I do get heavily involved with helping choose the riders although I do like to leave the final decision down to Steve because at the end of the day it's his team and he's the one who's got to run it so I don't want to make him choose a rider and have it come back and bite me later in the year if it doesn't work out."

"Steve's been around motocross for a lot longer than I have and he has his ear to the ground and so I trust him implicitly when it comes to rider selection. I'm not saying there haven't been mistakes made in the past – not necessarily last year – but this year I think we've got some great riders and we've got a strong chance of winning both the MX1 and MX2 titles."

"We had several meetings after close of play last year to sort out what direction we wanted to go in and that was just batting ideas off each other and working with the budget we've got – if I had a million pound budget we'd be approaching different riders. There's no hiding from the fact that things are tough now and the manufacturers don't have very much money so to get a rider like Martin onboard with the budget we've got is pretty cool."

DBR: Neither the LPE or Lanes teams will be hitting the GP trail in 2012 – is that always going to be the case for British Kawasaki teams or is it possible someone might step up and continue where Molson left off in 2008?

RB: "To be honest with LPE at the moment it's all about the UK scene. We've got KRT and CLS in the world championship and they're doing a pretty awesome job so there's no real need to influence LPE to go and do the GPs. It's very expensive and there's not a massive amount of return for them marketing wise which is the whole reason a manufacturer like Kawasaki goes racing. LPE will do some GPs – a couple of the local ones plus the British one obviously – but at the moment there's no plan to go GP racing full-time because there's no budget for that."

"We're also very fortunate that we have Tommy Searle placed with CLS in the GPs because there's a very good chance that we'll have a British world champion riding a Kawasaki and for us that would be spot on."

Fred Radley tests the 450 for DBR



Barr will be back at FatCat at the start of March for the opening round of the Maxxis championship

WINNING WEAPON?

OUR HEAD TESTER'S VERDICT ON THE NEW KX450F...

"What's the difference that makes the difference for this year's 2012 KXF450? I reckon this bike has lost some of its safe sturdy feel. It's been slimmed down and has a new seat/fuel tank junction which makes the bike far easier to move around on when you're looking for that all-important grip and it's now easier to move the bike around with your knees when you want to scrub the bike on jumps. All that and you can change and modify the motor and suspension, even the linkage and steering angle. However, in my opinion there's no way of slimming down the bike and making it easier for the rider to push new limits confidently." – **Ed Bradley**



MX GRAPHICS
 Graphics & Plastics

www.mxgraphics.co.uk

NEW! MXG RACING GRAPHICS KITS

£79.95

01342 811480

CR 95-on CRF250 CRF450
 KX 1994-02 RM 2001-on
 YZ 1996-on YZF 1998-05
 CRF150 CR85 YZ85 RM85
 KTM SX 01-06 EXC 03-07

Robust, high quality Instant Shelters for the Event, Exhibition, Market, Motorsport and Leisure Industry

Available in 3 Grades, 12 Sizes and 17 Colours

Event Branding
Flags - Banners - Star Texts

Available Printed with your Branding

Call us now 0161 776 9923 or visit us online at
SURFTURF.CO.UK

SILVESTERS

Fast Spares Service

WULFSPORT

SPECIAL OFFERS ON 2011 BIKES

CALL NOW FOR GREAT DEALS*

YAMAHA
 AUTHORISED DEALER

01484 683665 or 01484 686683

Spring Lane Mills, Woodhead Road, Holmfirth, Huddersfield

CTI

Tel: 08450 064 040

MOTO PRO

SUSPENSION

Moto Pro Suspension is the world leader in high flow suspension technology

THE MOTO-PRO ULTRA MAX VALVING SYSTEMS

Highest flowing and lightest weight valve body system on the market all new and improved for 2012

- » ALL servicing & rebuilds
- » Motopro revalves & Ultramax revalves
- » All new Dyno Rolling road facilities

OFFICIAL SPONSORS:
 The BSMA GT Cup and the Wulfsport British Masters

All new website under construction

www.moto-pro.co.uk

TEL: 01443209832 MOB: 07979646495

Öhlins UK Distributor

2012 shock absorbers now in stock!

Full range of shocks, springs, forks and steering dampers, revalving and set up service on all makes of suspension.

MH Racing are the main agents for Öhlins, Kayaba, Showa and WP Suspension systems and replacement springs

AVAILABLE

- New Öhlins 85cc fork cartridge kits
- Limited supply of semi-factory shocks
- New Maico 'B1' Twinshocks
- KTM Pro Junior & Senior Öhlins
- Used/recon shocks from 2011 models to clear - ring for details

01249 721001
 www.mhracing.com | mail@mhracing.com

MH Racing The Workshop, Albany Farm, Lower Seagry, New Chippenham, Wales, SN15 5EW

Mastercard VISA American Express

WP SUSPENSION PDS Specialist SHOWA ÖHLINS KYB

RAPTOR TITANIUM

MANUFACTURER OF HAND-FABRICATED, AEROSPACE-GRADE TITANIUM FOOTPEGS USED BY FIM WORLD MX AND AMA MX AND SX TEAMS, WORLD CHAMPIONSHIP ENDURO TEAMS AND WORLD TRIALS RIDERS

Product Code	MX Xtreme Footpegs	Year/Model	£165.00 Per Set
RD001	KTM Xtreme	2004-2005	All models
RD002	Honda Xtreme	2002-2003	180/200/250cc
RD003	Yamaha Xtreme	1999-2002	250/400/450cc
RD004	Kawasaki Xtreme	2001-2002	250/400/450cc
RD005	Husqvarna Xtreme	2002-2003	All models
RD006	Gas Gas Xtreme	2002-2003	All models
RD007	Malossi Xtreme	2002-2003	All models
RD008	Benelli Xtreme	2002-2003	All models
RD009	Benelli Xtreme	2002-2003	All models
RD010	Benelli Xtreme	2002-2003	All models
RD011	Benelli Xtreme	2002-2003	All models
RD012	Benelli Xtreme	2002-2003	All models
RD013	Benelli Xtreme	2002-2003	All models

For 400/500cc models after 2011 please specify whether your bike has steel or titanium standard stock footpegs.

Product Code	MX/Enduro Footpegs	Year/Model	£157.00 Per Set
RD014	KTM MX/Enduro	2004-2005	All models
RD015	Honda MX/Enduro	2002-2003	180/200/250cc
RD016	Yamaha MX/Enduro	1999-2002	250/400/450cc
RD017	Kawasaki MX/Enduro	2001-2002	250/400/450cc
RD018	Husqvarna MX/Enduro	2002-2003	All models
RD019	Gas Gas MX/Enduro	2002-2003	All models
RD020	Malossi MX/Enduro	2002-2003	All models
RD021	Benelli MX/Enduro	2002-2003	All models
RD022	Benelli MX/Enduro	2002-2003	All models
RD023	Benelli MX/Enduro	2002-2003	All models

For 400/500cc models after 2011 please specify whether your bike has steel or titanium standard stock footpegs.

Product Code	Supernova Footpegs	Year/Model	£150.00 Per Set
RD024	KTM Supernova	2004-2005	All models
RD025	Honda Supernova	2002-2003	180/200/250cc
RD026	Yamaha Supernova	1999-2002	250/400/450cc
RD027	Kawasaki Supernova	2001-2002	250/400/450cc
RD028	Husqvarna Supernova	2002-2003	All models
RD029	Gas Gas Supernova	2002-2003	All models
RD030	Malossi Supernova	2002-2003	All models
RD031	Benelli Supernova	2002-2003	All models
RD032	Benelli Supernova	2002-2003	All models
RD033	Benelli Supernova	2002-2003	All models

For 400/500cc models after 2011 please specify whether your bike has steel or titanium standard stock footpegs.

Product Code	Trials Footpegs	Year/Model	£132.00 Per Set
RD034	Trials Footpegs	All	All models

PHONE: 01282 812757 E-MAIL: INFO@RAPTORTITANIUM.COM
WEBSITE: WWW.RAPTORTITANIUM.COM
PLEASE SEE OUR WEBSITE FOR A FULL LIST OF OUR 2012 SPONSORED TEAMS AND RIDERS

Eurotek

MAIL ORDER SERVICE
OPEN MONDAY - SATURDAY

THE KTM SPECIALISTS ECC AND SX PARTS

Great prices on all new Motocross & Enduro bikes
FULL RANGE OF KTM IN STOCK

TEL: 01765 608209 FAX: 01765 608223
16 Camphill Close, Dallamires Lane, Ripon HG4 1OY

mark@eurotekktm.com » www.eurotekktm.com

Tony Houseman TH

Engine Packages for all levels

- RACE ENGINES
- HIGH PERFORMANCE TUNING
- 2&4 STROKE RACE MOTORS
- ENGINE REBUILDS
- CASE HARD ANODISING
- CRANK REBUILDS

As used by Rider Josh Gilbert BYMX Champ

HONDA KTM Gbro Kawasaki YAMAHA Husqvarna

Workshop Telephone: 07507 746961

PRO-CARBON RACING Carbon Fibre Accessories For The Dirt Bike Rider

Power sapping dents in your pipe?
Burned boots and clothing?

It doesn't have to be this way!!!

2 stroke pipe guards 65/85/125cc £69.99 200/250/300cc £79.99
4 stroke long exhaust guards £64.99 4 stroke extra large (CRF450/SX-F450) £79.99
for KTM Akrapovic pipes £89.99 Bomb guards £39.99

07810 870975 or 07766 143296
www.pro-carbonracing.co.uk

Buy online at www.ctikneebraces.co.uk TOTAL SUPPORT FOR KNEE LIGAMENT INJURIES

YOU HAVE JUST TWO OPTIONS FOR THE NEXT 5 MONTH



WWW.PISSWEATHER.DE

IT'S UP TO YOU

WWW.HALFPRO.COM



2012
factory
effex evo
9 graphics



ktm
white
monster
for ktm sx sxf
exc 2001
to 2011



IN STOCK enjoy, bad boy, rockwell, jagermeister, hooters, kingdom, graphics for all bikes

NEW pro circuit kx kxf graphics • Brand new 2011 kits
Free fitting of graphics to plastics • Plastics full kit
including frontplate & forks £79.95 • ENJOY MFG
graphics kits IN STOCK

MAIL ORDER SPECIALISTS • CHECK OUT OUR NEW ONLINE SHOP
2011 GRAPHICS NOW ON WEBSITE

www.motoskinzfx.co.uk
If you can't see it online call us
01794 390600 or 07789 938324



Low cost insurance for
motorcycle carriers and
breakdown recovery

Anthony D Evans Insurance Brokers & Co

For an instant quotation & to obtain immediate cover visit:
www.anthonydevans.co.uk

Comprehensive from £240
Third Party Fire & Theft from £157.50
Breakdown Recovery from £84 (full UK recovery service)

77-78 Moseley Avenue, Coundon, Coventry, CV6 1HR
T: 024 7658 5812 F: 024 7660 1456 E: enquiries@anthonydevans.co.uk

FIAMMA
SPECIALIST
SINCE 1988

AWNINGS

The latest model Fiamma in stock at the lowest prices anywhere. Free technical advice, free bracket and fixing advice. Fast spare part supply if needed. UK made to measure heavy duty sides or Fiamma own privacy sides and fronts. Small selection of shop-soiled, damaged in transit awnings. eg 3.0 mtr £295 inc. VAT, delivered. Budget pull-outs from £60

DIY CONVERTERS

We stock all items inc. windows, water tanks, fridges, blown air heaters, wheeltrims, roof vents, hot water systems, pumps, tv aerials etc...

CONVERTED VEHICLES FOR SALE FROM £15,000 - £20,000

GIVE KEV AT **RUDDOCK RACEHOMES** A CALL
01189 596104 w/shop or 07774 127714 mob



US Patent #7,481,729 B2 European Pat #03782104 B

Supersprox
LIVES LONGER!

Supersprox gives you longer system life, without compromising weight. Chosen by most factory teams, for extreme world competitions. Exclusively from Supersprox, or your local Dealer. Uk call 01531-631 266.

CYRIL DESPRES

HARDENED STEEL TEETH LAST 300% LONGER THAN ALUMINUM

50% LIGHTER THAN A STEEL SPROCKET

USED BY: MIKA AHOLA, FACTORY HONDA, MARC COMA, CYRIL DESPRES, KTM FACTORY DAKAR TEAM, WORLD ENDURO CHAMPION

WWW.SUPERSPROX.COM

Tel: 08450 064 040



TOTAL SUPPORT FOR KNEE LIGAMENT INJURIES



THE GRAFFIX FACTORY

**2011 KTM
FACTORY
TEAM KITS
NOW IN!**

**2011
MONSTER
KXF KITS
NOW IN!**

**2011
EVO KITS
NOW IN!**

**2011 TEKA
SUZUKI
TEAM KITS
NOW IN!**

Includes Full Graphics & Full Plastics Kit. Fitted Free of Charge
Also retro kits including Chesterfield Yamaha and McGrath Honda
Evo kits coming soon for Yamaha, Honda and Kawasaki 1988-1989
Plus many special and hard to find kits

Many More Team Kits Available. Call Now For More Details

Order Line: 07890 902701
Office Line: 01202 380 010

With over 25 years in off road
WE CARE because YOU MATTER

**BENCHMARK NAMES IN
OFF ROAD COMPETITION**

**2012
CRFs
NOW IN
STOCK**

GREAT DEALS ON
2011
CRF450X
CRF250X
CRF250R
CRF150RB

FULL 2011 RANGE

01406 422430

FINANCE
AVAILABLE
(SUBJECT
TO STATUS)

VISIT OUR NEW WEBSITE
WWW.TRMRACING.COM

Divine Cleaning
Divine (at least)
ADJECTIVE of supreme excellence

Now muc-off.com is GO!

www.muc-off.com

PADDOCK SOLUTIONS

Strong foldable loading ramp.
Aluminium alloy construction (time gauge)
Very compact design
Rubber non-slip treads to prevent slippage and protect your wheels.

INSTANT SHELTERS

Foldable Ramp £55

Paddock Bench £40

Commercial quality rubber bedded paddock / workshop mat. 184cm x 100cm.
Fully washable. Ideal for entrance to the house / truck / kids bedroom.

MX Paddock Stand £40

Light weight alloy construction, weighs less than 2.5kg.
Fuel resistant rubber top with oil drain hole.
Includes LARGE aluminium ID plate for name and number.

BUY COMPLETE PADDOCK SOLUTION
MAT - BENCH - RAMP - STAND
£150 inc UK Mainland Delivery

Call us now 01925 819608 or visit us online at
SURFTURF.CO.UK

WANTED!

REPORTER/CONTENT MANAGER

Trials and Motocross News, the world's biggest-selling weekly newspaper devoted to off-road motorcycling, has a very rare vacancy for a Reporter/Content Manager.

The ideal candidate will have an eye for design and a way with words and be adept at the Atex content management system. A passion for off-road motorcycling is a definite advantage, as is an interest in photography.

If you fit the bill please send your CV plus a covering letter to
Sean Lawless at TMX, 12 Victoria Street, Morecambe LA4 4AG
or email sean.lawless@dirtbikerider.co.uk

Closing date for applications is
February 24 2012.

tmxnews.co.uk



RACE



© Mike Gurney

BIGHITTERS!

HANGING OUT WITH EAST KENT SSC

BACK WITH A BANGER!

ALBIE WILKIE'S EVO-TECH UPGRADE

CONNORCLARK



Liam Knight leads
Matty Callaghan



DT's new signing Josh Gilbert



Senior shredder Connor Dennis

BIGHITTERS!

It was described as a bonus meeting and it went off on Wednesday 28th December when a host of quality national runners joined the club faithful to pump up the traditionally flat week between Christmas and New Year.

They all piled in at Mepal for a taste of famed East Kent SSC hospitality – and it was rising EKSSC star Bobby Bruce who won all three auto races relegating Louie Kessel to second. James Hanscomb took a terrific Junior 65cc overall win beating off Gary Ashley 2-1 and a flying Ryan Rowlands just pipped equally speedy Ryan Mundell for third overall.

East Kent favourite Albie Wilkie won the opening brace of SW races but he then went AWOL in heat three and that let in Howard Wainwright to steal the overall glory. Denny Rapson took third overall in the Smallies with impressive Tommy Clark in fourth. In a classic ding dong encounter the BW spoils went the way of hard-charging and consistent Jamie Carpenter as Rob Yates (second overall), Jordan Moxey and Scooter Webster (third overall) nailed a heat win apiece. Also on show and fully entertaining were Josh Gilbert on his new Buildbase Honda and Will Jeonny. They finished in fourth and fifth places respectively.

Yet more quality in the Seniors and it was good to see Connor Clark back on best form. His 2012 Katoom well and truly looked and sounded the business – and he carded 2-1 heat wins over Matty Callaghan. In the Seniors it was

fair to say the northern massive ruled but with southerner Liam Knight (2-3-3) turning on the two-stroke style it all totalled up as a damn good watch.

Following the meeting I bumped into Tracey Whittam – the excellent club Press Officer – and she supplied me with some details. Take it away Trace...

"Being a member of the EKSSC is just like being part of one big happy family, Tommy Searle started out learning his craft here and with the likes of Bobby Bruce, Ike Carter and Albie Wilkie coming through we could have even more champions in the pipeline – how lucky are we!

"The club formed in July 1981 and affiliated to the BSMA with around 171 members, increasing to 267 by November 1982. Over time we have had some brilliant chairman all assisted by supportive committee members and they have unselfishly taken the club forward. Over the past two years previous Chairman Martin Crane set an impressive record of running every race meeting and not cancelling a single event – this is an amazing achievement in itself. He also sourced new, varied and exciting tracks to ride – we have much to thank him for.

"Just recently EKSSC have gone through some changes. Martin Crane has stood down from his position, making way for the new Chairman Mike MacGregor along with a new committee. And at the AGM held on December 4 the club decided on the biggest change of all as

we opted to leave the BSMA and join the MCF."

Thanks for that Trace and now a little Q n' A session with Mike MacGregor...

Rage: Hi Mike, I suppose the first question to ask is what does the club see as the major benefits of joining the MCF?

MM: "Its modern way of thinking, great insurance deal with excellent cover, first-hand support and ease of running race meetings with the use of MCF's online booking-in facilities."

Rage: At the Mepal meeting on Dec 28 I saw the MCF truck operating Mylaps for you – will the East Kent club be running on transponders for their club meetings this year or are you just looking at the possibility?

MM: "The club have purchased a transponder system from the MCF and will be bringing in full transponder racing in time for this summer's championships."

Rage: On the club website Rage noticed an interesting weekend break in Zilverstrand planned for August – can you fill in a few more details?

MM: "We are camping at Zilverstrand in Belgium from August 11 for however many days members wish to come along for. No racing or training planned but loads of tracks within 30 minutes of the campsite. Details are on www.vacansoleil.co.uk."

EAST KENT SSC

PRESIDENT: TONY READ **VICE PRESIDENT:** MARTIN CRANE **CHAIRMAN:** MIKE MACGREGOR
VICE CHAIRMAN: PETE RUSSELL **TREASURER:** KAY RUSSELL **CLUB SECRETARY:** ANN COOPER
BOOKING IN SECRETARY: TINA MITCHELL (07969 458863) **WEBSITE:** WWW.EKSSC.CO.UK
PRESS OFFICER: TRACEY WHITTAM

SPOTLIGHT ON...

IKE CARTER #17

DOB: 21/02/2003 HOMETOWN: CHATHAM SPONSORS: GOMX, GOLDENTYRE, CHARGE EXTREME

With his distinctive Mohican lid it was all too easy to spot Ike Carter last year as he plied his trade in the ultra-competitive Auto ranks. It was also plain to see the smooth

progress made over the course of the year and in all honesty the talented eight-year-old could – and maybe should – have ended the season with a British title to his name.

Ike finished seventh in last year's BSMA GT Cup and fifth in the BSMA Finals but his greatest success came at the end of the season in a one-day Saturday shoot-out at Milton Park. This was for the ACU British Auto title and Ike won the opening two heats in swashbuckling style. All the big names were on the startline but Ike proved to be rapid, skilful and thoroughly motivated – and he gave them a right pasting. His fortunes cruelly turned however in heat three following the first turn melee and Ike could only post a topsy turvy 10th place finish.

The points dropped were pivotal and to cap it all a front wheel puncture in the final race of the day meant fifth when he had held third and ultimately Ike had to settle for the championship bronze.

I next caught up with Ike in mid-January at Wilden Lane. He and his dad Bill had been to Chippenham the previous day – Ike practising on a well-used 65 – but nonetheless he was now keen to pit his skills against a good line-up of Juniors. With older lads Ryan Rowlands, Dane Reeves and Kawasaki protégé Gary Ashley to contend with this was no easy task but Ike showed he lacked very little in either confidence or speed to stay on the pace. Ike finished the day in a competitive fourth overall – there were good runners in Ike's wake and he gave third-placed Ashley more than a few worries.

With Ike just about to hit nine years old the omens are looking really good for his national future. Rage has a good track record in flagging up nine-year-olds in the year before they hit championship gold – maybe we have just

flagged up another? Either way Ike is certainly one to watch out for in the 65s this season. Just before it all kicked off at Wilden I had a quick chat with Ike and his dad.

Rage: Well done with all the success last year but I understand you were late starters in the sport?

BC: "Yeah I never realised Ike could start racing at six. Ike first raced in March 2010 a few weeks after his seventh birthday."

Rage: Will you be wearing your Mohican helmet again this year Ike?

IC: "Yeah, I really like it."

Rage: We heard a rumour that Ike had been offered a ride on Team Cobra for 2012?

BC: "Yeah, we did have some discussions with Cobra but it never really materialised – and Ike is more than happy to stay on KTM."

Rage: You looked super-fast on a bone-dry Milton Park circuit last year Ike – is that your favourite type of track?

IC: "I do really like fast hard-packed tracks best but my number one favourite place is Mildenhall."

Rage: What's the racing agenda for this year Ike?

IC: "I'm doing the BSMA GT Cup again and the club championships at East Kent and East Anglia."

Rage: Finally, Ike tell me about your favourite individual race or meeting from last year?

IC: "My favourite race was here at Wilden Lane in the opening round of the GT Cup. I had never raced at the top level before or at this track so I was nervous and excited. After a poor start I battled through the pack into first – I only lost the lead in the last corner but I still finished in second and came third overall on the weekend."



The gang's all here...

© Ann Cooper



Aaron Ongley



The Callaghan clan and friends



Connor Clark is in impressive form

Ike gets a last-minute pep talk from dad Bill



His distinctive Mohican lid means Ike stands out from the crowd



COLWYN BAY MOTORCYCLES

NATIONAL DELIVERY

FINANCE AVAILABLE

PART-EX WELCOME



 **HONDA**

FULL RANGE OF

2012

HONDA'S
**NOW IN
STOCK**

FREE COLWYN
BAY TEAM
GRAPHIC KIT



INCLUDES YOUR
NAME & RACE
NUMBER

WITH EVERY NEW BIKE



KTM

KTM SALE

Phone for best price
on various models,
which we are clearing

**FULL RANGE
2012 KTM'S
NOW IN STOCK**

LAST FEW CAIROLI &
ROCZEN REPLICAS
CALL NOW!

Call Ian now on **(01492) 535959**

Visit us online to view our full range of bikes
www.colwynbaymotorcycles.com

4 Groes Road • Colwyn Bay • LL29 8PU

Find us on:





Albie's going great guns on the Evo-Tech 150



Above: With racing hombra Ethan Winchester
Below: Relaxed and ready to rip at Mepal



BACK WITH A BANGER!

ALBIE UPGRADES TO A 150F

Cast your mind back to 2010 and the battle for top honours in the 65cc ranks. Albie Wilkie, Keenan Hird, Taylor Hammal and Ryan Vickers were the four hombraes going for gold.

Wilkie eventually won the ACU title with a devastating show of force and Hird was deservedly victorious in the MCF ranks. Taylor Hammal finished third in both series and he then backed this up brilliantly by claiming a series bronze in the 2011 BYMX Smallies competition. Ryan Vickers claimed Elite Youth Cup silver in 2010 and with three of that famous four once again on the startline the 2012 Elite Youth Cup SW tussle could be a repeat of the 2010 Junior classic.

In complete contrast to Hammal's consistent returns from last year, both Hird and Wilkie were hampered by injury and disruption. Hird is now happily back on top form and part of the new Moto-One KTM youth squad while Wilkie has also forged a promising new partnership.

At the end of that 2010 season Wilkie was regarded by most as the strongest of the talented 10-year-old bunch and Paul Butler duly snapped him up for Suzuki Youth GB. That partnership however proved far from successful and was ultimately short-lived. Londoner Wilkie needed maximum horsepower if he was to hit the championship heights again and after a short while back on KTM he opted to go down a completely unexpected route.

His mechanic all through the 65cc days had been EB Racing's John Eaton who has a long-standing working connection with Matt Hutchins at Evo-Tech and subsequently the way was cleared for Albie to try out on an Evo-Tech 150F. That all happened in late spring last year and Albie spent most of the 2011 season dialling in the new machine with some personal help from Matt. Right now Albie absolutely loves the bike – the smooth power delivery and top speed mean as far as he is concerned two-strokes are dead in the water.

Just before going to press I gave Albie's dad Dean a call and asked how things were progressing for 2012...

"Albie is entered in the EYC and the new RHL series but with Matt at Evo-Tech absolutely stacked out with work we might not be picking up the 2012 championship machine until a couple of weeks before the nationals start. The deal with Matt is 99.9 per cent done. It's for the full machine – engine and suspension, the full monty – and Matt is currently looking at a new deal on special wheels. Matt is a top man and the finished bike will be quality.

"Albie will be wearing an Arai lid again this year but we still have to sort out a clothing deal. It's great to have mechanic John Eaton on board again this year – he's a Honda man through and through and really knows his stuff and will be at most of the meetings.

"Personally I learnt a lot about decision making in 2011 and some of the mistakes I won't be repeating."

GOT A STORY FOR RAGE?

THEN CONTACT OUR YOUTH EDITOR MIKE GURNEY AT MIKEGURNEY55@YAHOO.CO.UK



SUNNY DELIGHT!

WHILE WE'RE ALL FREEZING OUR TATTIES OFF IN SUB-ZERO BRITAIN, THE MOTO-ONE KTM TEAM LEADER'S CATCHING SOME RAYS IN SPAIN...

Words by **Bryan MacKenzie** Photo by **Sutty**

Hola gringos! This column's coming to you from northern Spain. I've got to be honest with you though, I'm a little disappointed with how my column is being brought to you this month. I did have great hopes and ambitions of going back to retro methods and hand-writing it on some equally classic postcards with a picture of a semi-naked chick lounging on the local beach on the front. But after a hopeless trip to the post office – cause I no sprechen de lingo – I reverted to Google to find how long it typically takes to send something from Spain to the UK and it varies from anywhere between three days to three months. So needless to say it was a DNS for that ideal!

I'm pencilled in to be down here for three weeks for much-needed seat time. We've seen a week out already and I'm happy to report we're all unscathed. The only casualty so far being the Moto-One Crafter which took an ass-whooping for 23 hours straight, only getting to stop for a drink every 350 miles.

The longest period of time that the wheels weren't in circulation was when BC locked her up on the motorway in the middle of France resulting in a flat spot on the rear tyre so we had that really annoying 'waw-waw' noise that your car makes when someone in the back has the window down a little all the way into Spain. And it didn't end for her there as on arrival at the penthouse Deano tried to back her down the drive only to find that it was too steep and ground her ass out at the bottom.

The weather has been far better than the freezing conditions that are kicking about at home from what I'm

hearing so the decision to come has been well worth it already. I've been here three years in a row now so have a good feel for the area and know where a bunch of tracks are and for the most part when they open and close. I've rode five out of the seven days we've been here so far and I can already feel the difference in my riding as I get more and more comfortable on the KTM and continually remind myself of how to go fast again after the winter lay-off. We also have a few bits and bobs to test while we're here and it's much easier on BC and Deano to do that and to give good feedback from the parts without the bikes being caked in mud full-time!

The hardest part of our trip to Spain however – apart from some of the track surfaces – is learning how to go faster than I did last year and to do it without wrecking. Everyone roughly knows where their limits are and more often than not will ride well within them to avoid the repercussions of an overly heavy right wrist. But this time of year for me is when I need to set those fears aside and try to up my game – which is why we find ourselves down here in the first place.

While we're on the topic of safety I'll just mention that I won't be riding the Hawkstone International again this year. It's one of the most asked questions right now leading up to the start of the race season. Don't get me wrong, I love the track and it's a sweet event but I've never been to that race and left in as many pieces as I arrived. In 2009 I found myself at the bottom of that start straight incident that claimed a bunch of boys including myself and Gordy Crock and I made a pact

with myself not to do it again. I'd much rather body swerve it and turn up to the first Maxxis event two weeks later in fine fettle.

I've done a bit of training too and went on my first two-hour cycle out here the other day. Everyone always says that Spain is a great place to cycle as the roads are nice thanks to the good weather and for the most part I found that to be true. But what they failed to mention was that the way the roads are laid out is complete horsesh*t. Within about 10km of starting I encountered the first town which is where it started to go a little Pete Tong. I just could not figure out my way through this place and I swear, contrary to what Google maps says, there was only one way in and out of that town as I ended up on the same road – from different approaches – three separate times. Totally frustrated and over it I flung the towel in and headed back to the apartment where I finished myself off on the static bike in front of some AMA motocross.

I just found out too that the DBR henchmen are gonna be down about these parts while I'm here as Wakker signed up for the World SuperEnduro round in Barcelona which just so happens to fall on my birthday. It would be ever so rude not to go and support him and he would be equally out of order not to entertain us with some questionable motorcycle riding. Bring it on...

[Handwritten signature]
#12!

HOME FROM HOME!

| mac211

ALTHOUGH HE'S ON THE OTHER SIDE OF THE WORLD, BILLY'S REPLICATING HIS CHILDHOOD SET-UP – ONLY WITH NO SCHOOL AND MUCH BETTER WEATHER...

Words by Billy MacKenzie Photo by Matty Muir

It feels like I have been belting on about MX way too much recently. Each column I look back on seems to be the same sh*t but in different sentences! So we all know I ride a green bike and we all know Brad and

Townley are racing in Australia this year – now we've got that out of the way I'll try to enlighten you all with a day in the life of Billy once again.

Billy enjoys waking up to the sound of chirping birds and having the sun find its way through the curtains. Gone are the days I used to wake up in the dark and have to walk to school at a 45 degree angle in the wind and rain. I remember sitting at school all day, then getting off the bus with about 30 minutes of daylight to spare! And then we had homework to do! I remember I joined the school council just so I could have homework banned!

It's like being a kid again here in Oz. After finding my feet the last two years and following the advice of a few people it seems I have now found a place where I'm happy and content. It's been a bit of a journey and I've managed to cover all possible avenues for living in Oz – from the Outback to the city lights. It's been a mission but I'm settled now and have everything I need around me and a really good group of people who are keen to help see me succeed.

I grew up on the coast at home in Scotland and I'm now living coastal in Oz. There is something about being close to the water that

makes me happy. I love cross country running, the beach, cycling in the hills and having tracks within close distance. When you have those basic necessities close by it makes training and riding so much more enjoyable and your job a hell of a lot easier. I was so lucky growing up in such a nice little town so basically I've replicated my home from home and I'm loving every day I get to do the things I love.

I used to ride my BMX every chance I got as a kid and it was always a good substitute for going riding so even though I'm a bit older now I still get my BMX out every day and practice my wheelies through town! I bought myself an awesome BMX too. It's a bit of a grown up BMX compared to my old 20 inch wheels. I upgraded to 24 inch and went full chrome to keep it old school. The thing is pimping with a three piece crank and phat wheels! So out with the cars and in with two wheels now I don't need to travel far. I'm finding new jumps and little trick kerbs every day and getting to know my local area like I used to at home.

Every day is a t-shirt day, even if it's raining! I actually welcome the rain and find myself out running down the beach even in heavy storms. The tropical rain gives everything a fresh feel and you know once it's passed that the next day will be scorching hot and beautiful. It also gives the tracks a well needed watering and if you time it right it's like surfing on a MX bike. If anyone

doesn't understand that last little comment have a watch of some surfing videos and check the skills those guys have. Balancing on a board while surfing an unpredictable ocean of waves between six to 12ft is in my books a very respectable talent and something I wish to learn when I start becoming a proper local!

The season is fast approaching and I'm deep in my usual training routine. I've had my own track built which I'm sure will be a huge advantage in helping me search for this first Aussie title! That's something I never had as a kid although I always had Johnny Hamilton's track to ride and looking back that was a key element in learning the bike skills I did before I started my relationship with Dixon Yamaha. So, like I said before, I have everything at my disposal that I used to have as a kid in Scotland – even my very own track!

It's an exciting thing for me! It's been a long road up until this point and one I've had to work very hard for since I was just a young 13-year-old starting to find my speed. I sit back some days and feel a huge satisfaction at everything I've accomplished in my career so far – I've had nothing given to me easy and I've learned so much and have great memories from all my years racing back home. All the road trips with my family, my friends, great teams and all the fans that used to push me on every weekend...

BD 11



RYAN VILLOPOTO

Introducing the latest colab project from Volcom & Thor. Drawing on inspiration from Supercross and National Champion Ryan Villopoto, we've hooked up a new kit that's designed to stick it to the man. Drops 1.09.12 at finer dealers worldwide.



YOUTH AGAIN



ST ESTABLISHMENT



PANT, JERSEY AND GLOVE COMBO STARTING AT \$112.95

TAMM'S



STEWART

2012 ANSWER SYNCRON PRISM GEAR



FOLLOW US ON TWITTER, FACEBOOK
WWW.ANSWERRACING.COM



01282 473 190 www.apico.co.uk